

GRAIN DEALERS JOURNAL

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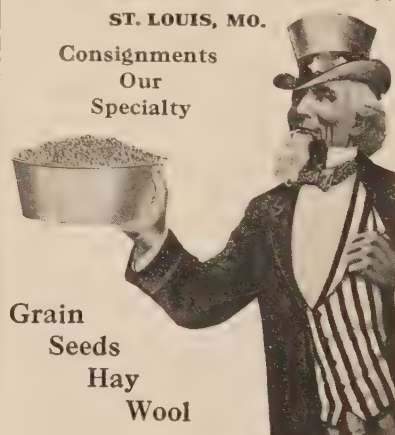
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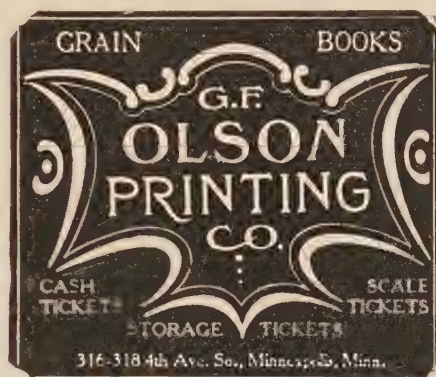
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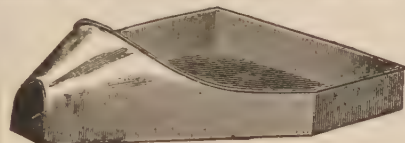
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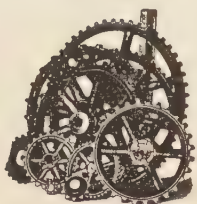
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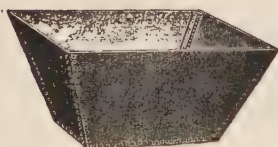
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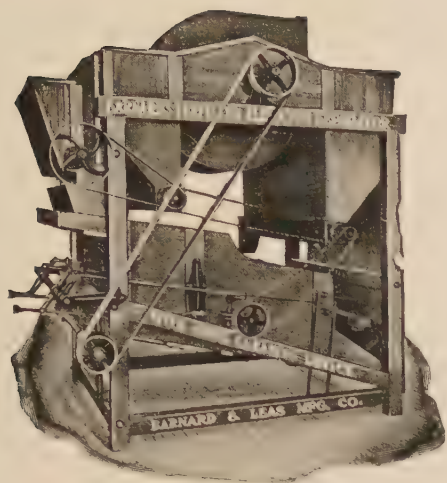
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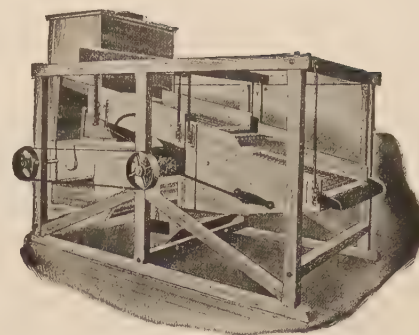
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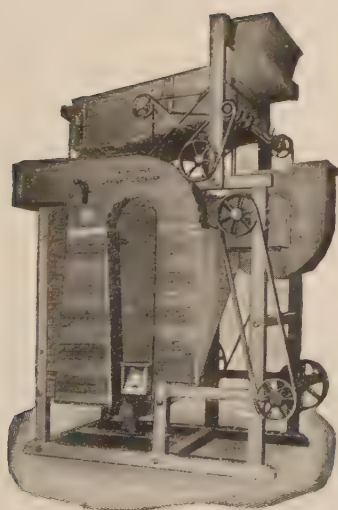
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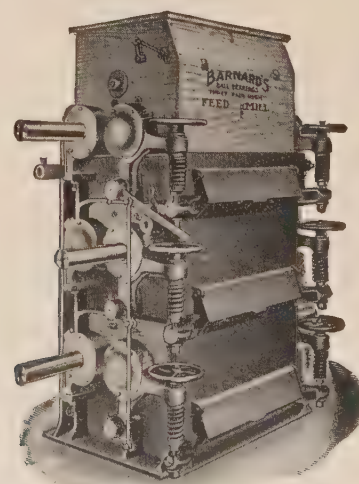
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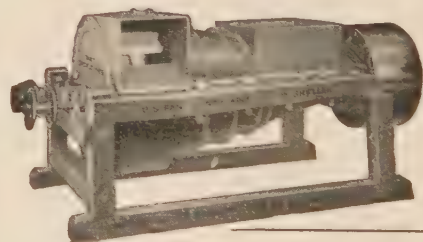
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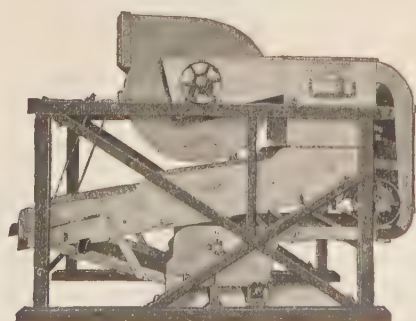
to wreak havoc in Europe. Where the conflicting armies have passed, the country is devastated, millions of people are homeless. The work of war will be in evidence for years to come, as will the service rendered by



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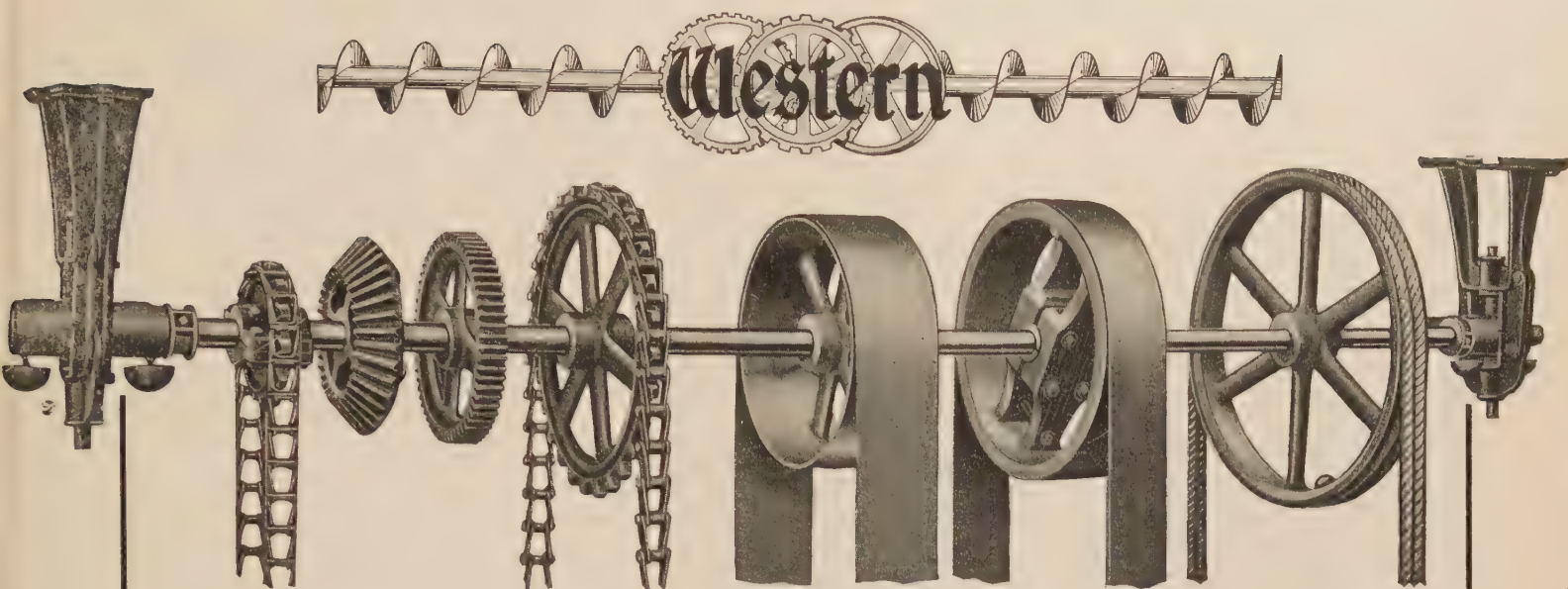
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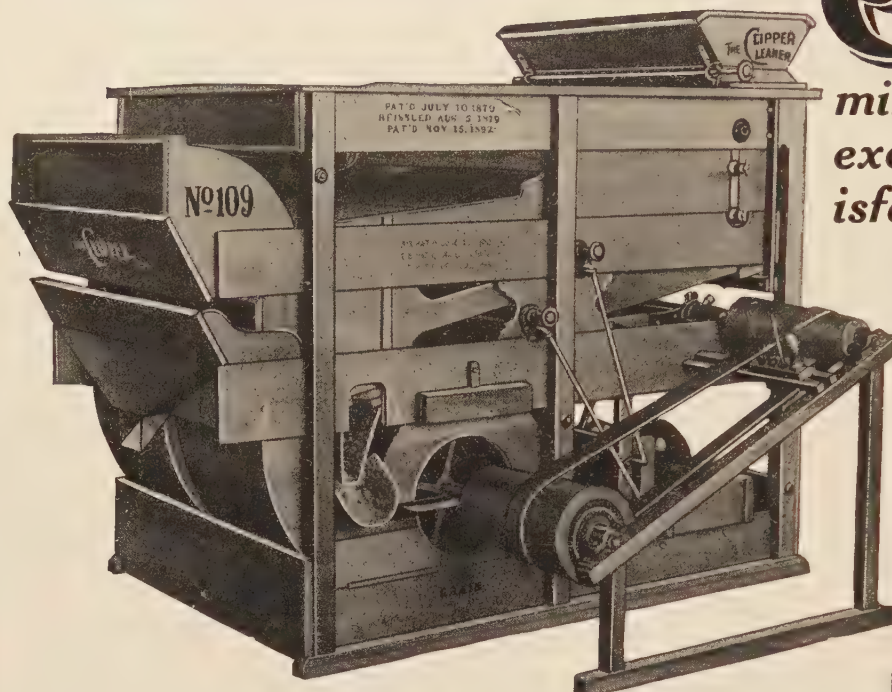
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CAR ORDER BLANKS contain spaces for the name of the station, date, railroad, number of cars for immediate loading, number of cars for loading in—days, kind of grain, capacity, destination, and a space for the signature of the shipper. Also space for the date when the order is filed with the agent, and for the signature of the agent acknowledging its receipt.

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GRAIN DEALERS JOURNAL
315 So. La Salle Street Chicago, Ill.

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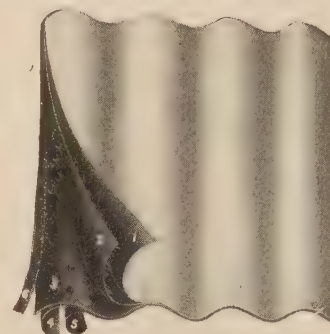
J-M Corrugated Asbestos Roofing is fully as strong mechanically as galvanized corrugated iron—is far more durable—and will be found infinitely more satisfactory when once used.

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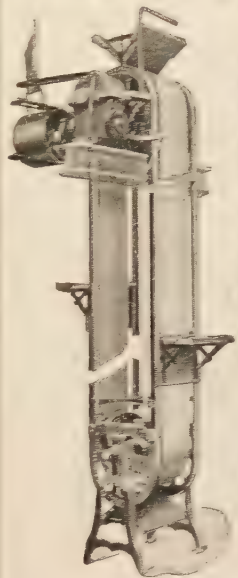
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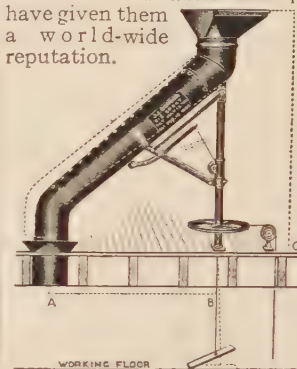


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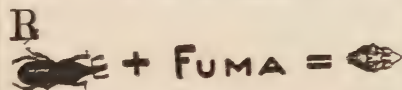


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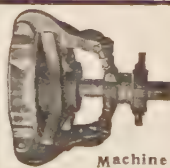
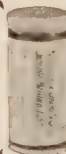
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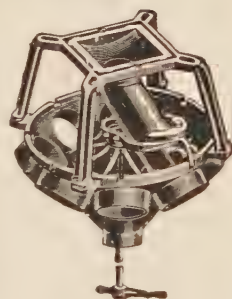
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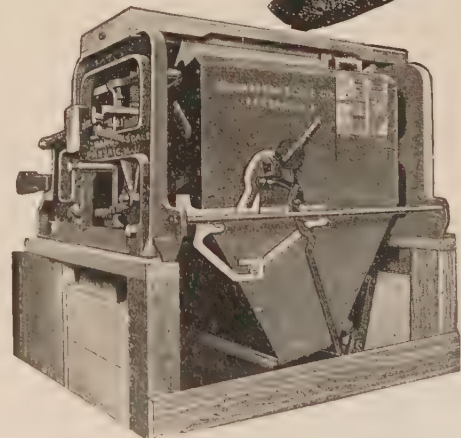
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If you want to know the actual weights of your grain install The Old Reliable—

RICHARDSON Automatic The Scale Without Regrets

Write for our New Circular with latest information—hot from the press.

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Loading for Better Grades

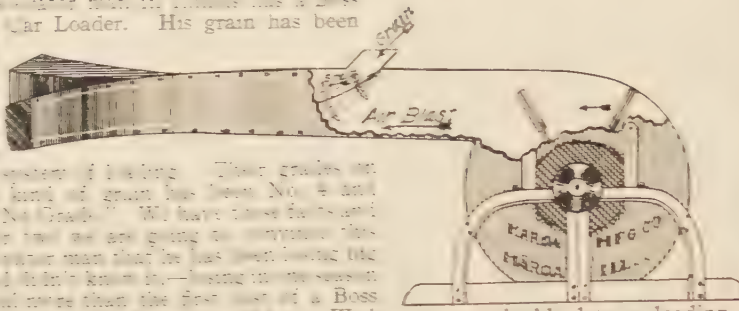
A grain elevator man in Illinois has a Boss Air Blast Car Loader. His grain has been

grading No. 1 the other elevator at the same place has a grading system of loading. Their grades on the same kind of grain has been No. 4 and mostly "No Grade." We have these facts and in a day or two we are going to convince the next elevator man that he has been loading the wrong way and it is known to him. Some of the best of a great deal more than the first lot of a Boss Air Blast Loader. We know he will buy. We have some valuable data on loading grain that might mean a big saving to you. You can get it free. Write to-day. It will pay you.

What Another User Says: "It is the best system of loading I have ever seen. It puts the grain all the way through the car with no air, no cleaning machine and cars are always loaded to full capacity. I am convinced that the best of our loading is the grain. I attribute our better grades to that fact and also to the fact that light and heavy grain are distributed equally in the car."

August 25th, 1915. O. N. East Mililne, Ill.

MAROA MFG. CO., Department G., Maroa, Ill.



Grain is actually improved by its passage through a

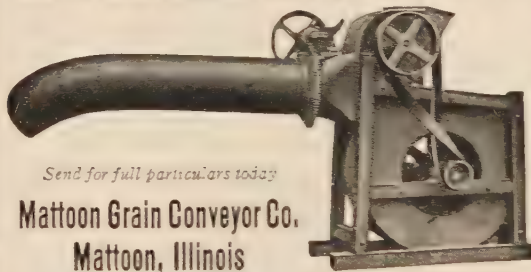
MATTOON CAR LOADER AND GRAIN CLEANER

The grain being carried by a regulated air force, naturally the lighter matter such as chaff, dust and straw would be carried out by the spent air, and the clean grain lodge in the car.

Grain also traveling in a cool air current would naturally become cooled.

The loading spout travels continuously in a semicircle. This insures even distribution and perfect stirring of grain.

Bear in mind that the Mattoon car loader and other loads the car to full capacity. Does not mill or crack the grain. Is strong, durable and works automatically.



Send for full particulars today

Mattoon Grain Conveyor Co.
Mattoon, Illinois

Efficiency--Satisfaction

This is what you get by installing the Bernert Pneumatic TRACK-LOADER. Just as EFFICIENT and SATISFACTORY as the other Bernert Pneumatic machines have proven. Portable or stationary.

With this machine grain is handled direct from wagon into granary, bins, warehouses or cars. Direct from cars to cars, or warehouses to cars. No scooping necessary whatever.

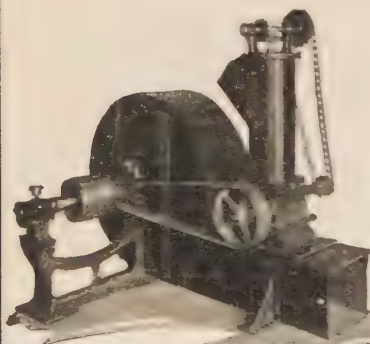
All grain handled ahead of the fan. Positively no grain injured. Wet, dirty or musty grain conditioned.

For further information, or if interested in a Pneumatic Conveyor, Elevator or Carloader write to

Bernert Mfg. Co.

759 33rd St.,

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Everywhere



Dump Controllers new, Dump Controllers old. There are Dump Controllers at the market.

Which are never sold. But we are here to tell you,

So listen, while we say—We're over **FOURTEEN HUNDRED** strong. And selling more today.

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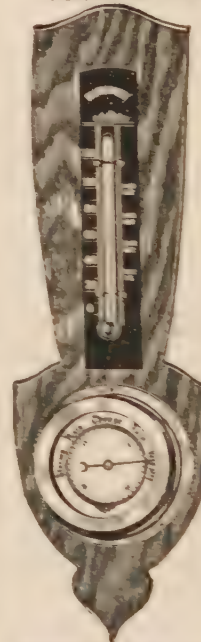
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The ENGLEHART FLEXIBLE SPOUT HOLDER and CAR LOADER

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4. Bucket Bolts and Fasteners Cannot Pull Out.

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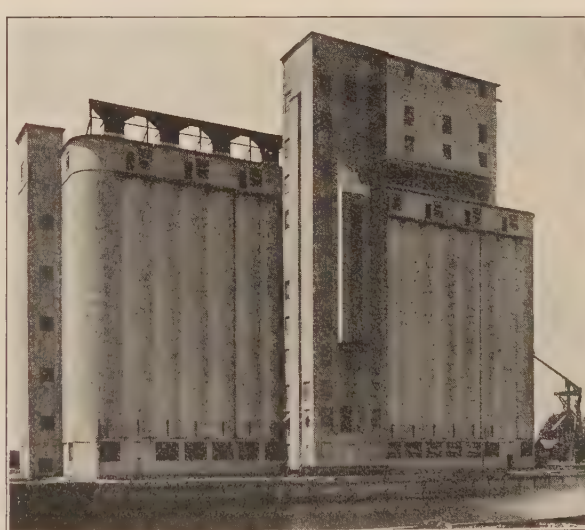
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The Most Rapid Handling Grain
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The owner of a Reliance elevator handles grain on a bigger margin, because his operating expenses are lower.

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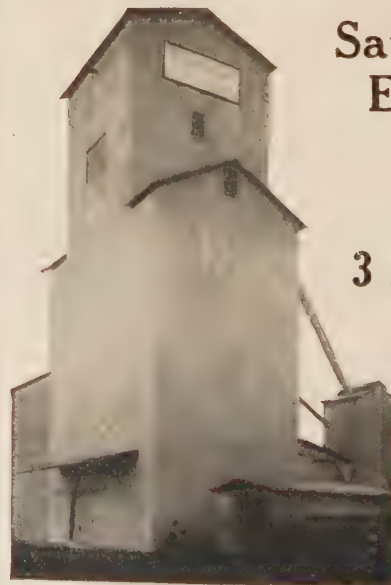
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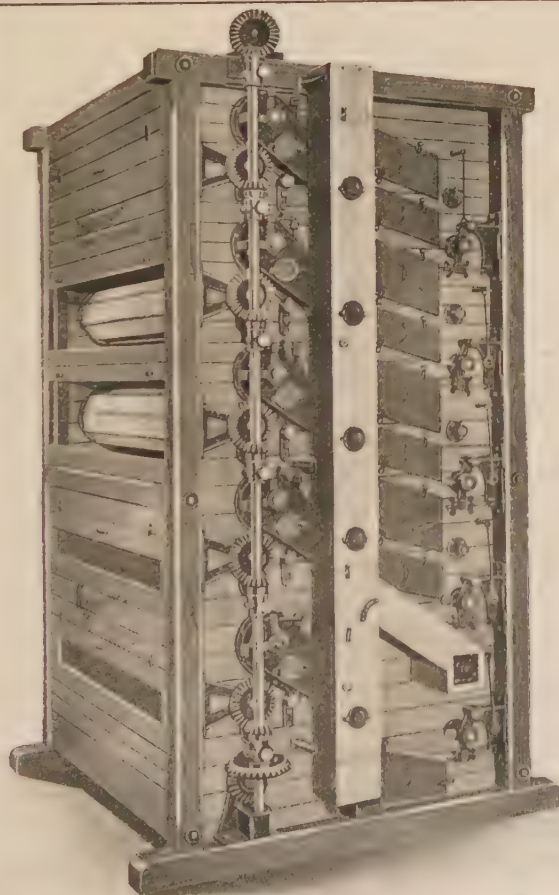
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This scale book contains 100 pages 8x11 inches. Each page contains 5 scale tickets and 5 stubs, giving the book a capacity of 500 loads of grain. Each scale ticket is ruled for Number, Date, Load of, From, To, Gross, Tare and Net pounds, Net bushels and pounds, Dollars and Cents, Due to or order and Weigher. While the stub is ruled for Hauler, Load of, Number, From, To, Weighed, Date, Gross, Tare and Net pounds, Net bushels, pounds, Price, Dollars and Cents. It is printed on manila paper bound in heavy board covers and pages are perforated so that tickets can be removed from book quickly and without tearing them. Book No. 51, Price 75 Cents. Address GRAIN DEALERS JOURNAL, La Salle Street, CHICAGO, ILL.



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Made in many sizes and capacities

NEW construction. NEW Features and many valuable improvements are incorporated in this NEW TYPE RICHARDSON and while there may be other Wheat and OAT SEPARATORS, there is only one RICHARDSON and it is DIFFERENT.

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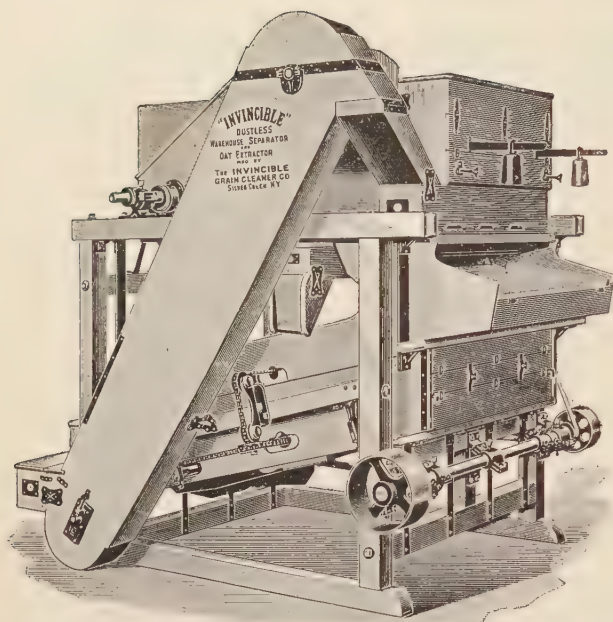
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Your Wheat Will Grade anywhere and bring top prices if you use the Invincible Oat Extractor

For country elevators and others who desire large capacity.

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**GROWN WHEAT and OATS—RYE
SMUTTY WHEAT OATS—RYE
MUSTY WHEAT—OATS—RYE**
The INVINCIBLE is the Remedy—Apply It and Get the Possible Dividends

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If you are a present
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Every theatre goer is familiar with the entertainer who, at some period of the performance, steps to the stage and announces "a few imitations."

Sometimes these imitations are clever—but imitations have their limitations.

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You approve with loud applause—sometimes—but, would you not applaud the Original with greater energy and sincerity?

Leadership can only be approached—it can not be duplicated. It is always emphasized by imitations—which are always superficial—and seldom deep enough to detract from the value of originality.

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Five years ago the first Ball Bearing Attrition Mill offered inspiration to imitators, and its main features of merit are today being imitated; just as you have seen the theatrical imitator try to duplicate the prominent characteristics of the star, whose leadership is so firmly established that an imitation is recognized.

But—the principles which invite imitation of the Monarch—are covered by United States Patents—and therefore every use of them by others, than ourselves, is a flagrant violation of the law.

The selection and purchase of a Monarch Ball Bearing Attrition Mill signifies that you secure the tangible value involved in long years of experience, the best engineering ability and a consistent manufacturing policy.

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Solicited.*

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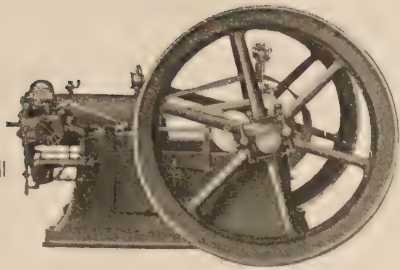
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USE ONLY FRESH AIR FOR BOTH DRIER AND COOLER. No dust is blown through our coils. We have an absolute even distribution of air throughout both Drier and Cooler. GRAIN IS DRIED UNIFORMLY AND COMES OUT IN BETTER PHYSICAL CONDITION than from any other Drier on the market. A good Drier is a paying investment this year.

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Standard CHARTER shown above very suitable for elevator and milling work.

Built in right sizes—8, 10, 12, 16, 20 H. P. Will operate on kerosene, distillate, gasoline, gas.

The CHARTER type "R" is built in—20, 25, 30, 35, 45, 50, 60, 70, 80 H. P. sizes.

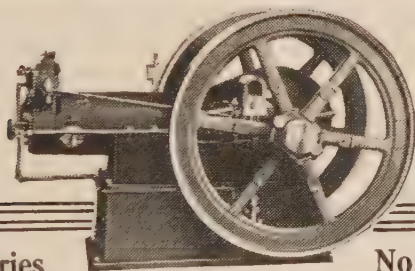
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Send us your specifications.

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Incorporated 1871

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No Batteries

No Cranking

No Delays From Breakdowns

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To you men who have bought to regret, we suggest a careful investigation of the Lauson Gasoline or Kerosene Engine, because it is one you can depend on to do continuous hard work all the time. It will start right in the morning and stop right at night. The "Why" of it all is explained in our illustrated catalog, which is yours for the asking.

Built in all sizes from 2 to 100 H. P.

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Grain Profits Rise as Handling Costs Drop

Throughout the great West grain men are increasing their profits by decreasing their handling costs.

Year after year we see ever-growing numbers of grain men installing OTTO Gasoline Engines, because of their absolutely dependable qualities and economy.

OTTO Gasoline Engines

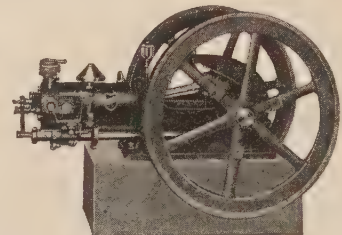
to the number of 100,000 have been the undisputed leaders in their field since 1876.

Their high-grade construction and design have given them a nation-wide reputation for unfaltering reliability and almost negligible operating and upkeep expenses.

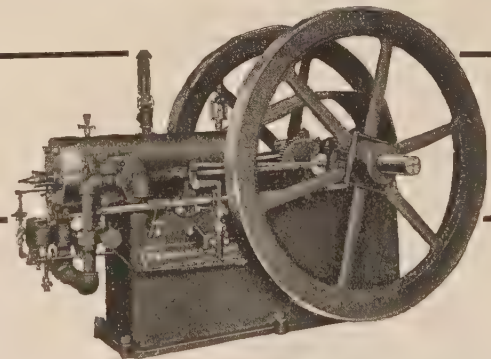
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Power Reliability at Low Fuel Cost



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May we give you details?

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VEST POCKET GRAIN TABLES

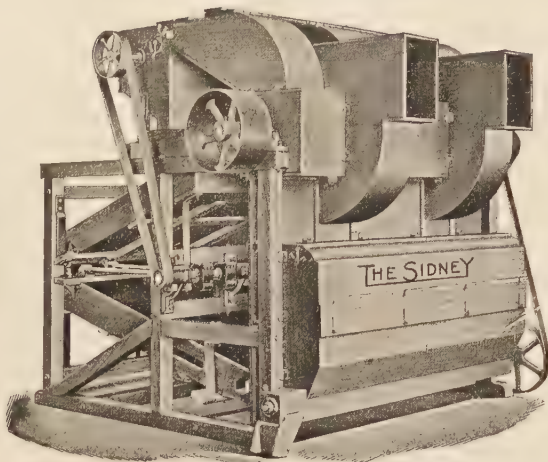
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Operates successfully on cheapest fuel oil. Sizes 10 to 75 H. P. Stationary only.

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Sidney Double Shoe Corn and Grain Cleaner



is built along the modern lines, simple in operation, and is always available for the three different kinds of cleaning work, being equipped with two complete sets of screens, each fitted in separate shaking shoes. Change of screens can be made from one kind of grain to another without stopping machine. We furnish free all necessary belting except from line shaft to fan shaft.

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Manufacturers of Elevator Supplies and Equipment of All Kinds.

Use Our Sanitary "RAT SWAT"

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Satisfactory results guaranteed if used according to directions. One pkg. covers 3,000 sq. ft. floor space. Price \$3.00. Express prepaid. Send for booklet, Dept. D.

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No Knife Edges.
No Bearings to collect dust.
Retains accuracy under load.
Not a Spring Scale but a "TORSION."

Pamphlet describing No. 6000 on request.

THE TORSION BALANCE COMPANY

Factory:
147-9 Eighth St.,
Jersey City, N. J.

92 Reade St., NEW YORK, N. Y.

"Special Scales for Special Purposes"

Pacific Coast Branch:
49 California St.,
San Francisco, Cal.

A Car-Mover that Stands the Test NEW BADGER

**FREE
For 30 Days**



We will send you a New Badger Car-Mover for thirty days free trial and if it does not meet with your approval return it. We pay the freight both ways. If you keep it you are to send us \$5.00.

We would not make such an offer were we not sure that this Car-Mover would stand the test. It has been on the market for a long time and has always met with the approval of its users.

Drop us a post card and ask us to send you the New Badger for thirty days' free trial.

ADVANCE CAR-MOVER CO., APPLETON WISCONSIN

COAL SALES BOOK

Form 44.
FOR RETAIL COAL DEALERS.

It facilitates bookkeeping and reduces the chance of error. Practically three books in one. 1. It is the original entry of all sales made. 2. It is the original entry on the scale weights. 3. It is the journal from which the posting is done. It contains spaces for 6,000 loads. Each page is ruled with column headings, as follows: Date, Ledger Folio, Purchaser, Gross, Tare, Net Pounds, Price Per Ton, Amount. This book is 8 1/2 x 14 inches and contains 150 pages of superior ledger paper. Each page is numbered. It is well bound with best binder board, covered with cloth; has leather back and round leather corners. Price, \$1.75. For sale by GRAIN DEALERS JOURNAL, 255 La Salle Street, Chicago.

IF U NU

How easy it is to sell anything thru a want ad in this paper, you would send in your ad at once.

Try it. At least ask us about the success of others.

GRAIN DEALERS JOURNAL

LA SALLE ST., CHICAGO.

Direct Reduction Tables for Corn and Oats

Reduce any weight of corn from 100 to 5090 pounds, by ten-pound breaks, direct to bushels of 56 lbs.; 56, with one pound dockage for dirt; 68, 70, 72, 75 and 80 lbs. The 56-lb table may also be used for reducing rye and flaxseed to bushels. Oats are reduced to bushels of 32, 33 and 35 pounds.

Ten tables printed from large type on card board, size 10 1/2 x 11 1/2 inches, and the equivalent in bushels of each weight is shown beside it, so it is impossible to get the wrong reduction. Price, 50 Cents.

Grain Dealers Journal

315 S. La Salle Street CHICAGO, ILL.

Elevator Man ATTENTION

Install an Automatic Drain Circulating Pump and take the responsibility away from your Agent forgetting draining the Engine.

Prevents bursting of Cylinder, accumulating of lime in the water Jacket, over heating of Engine, saves Fuel, oil and trouble.

Write for Circulars

G. G. Forester Mfg. Co.
MOLINE, ILL.

You Should Know the Exact Dockage of Every Load of Wheat

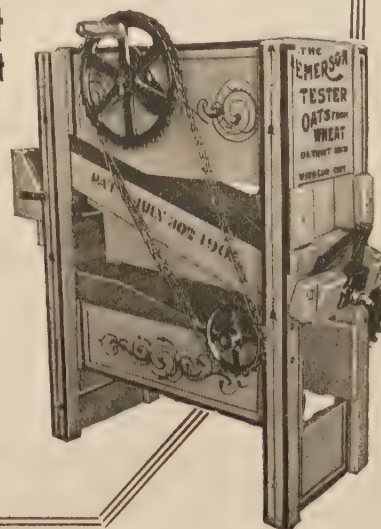
Don't try to guess at it, *be sure of it*; install

THE EMERSON OATS FROM WHEAT TESTER

Over 3,000 elevators now using this tester.

The EMERSON is the most convenient and satisfactory wheat tester made. The saving in wheat, time, mistakes and money soon pays for the Emerson. Write today for further particulars and list of users.

WM. H. EMERSON & SONS
DETROIT, MICH. WINDSOR, ONT.



Kennedy Car Liners

**The Only
Positive Preventive
- of -
Leakages in Transit**

[MADE BY
**THE KENNEDY CAR LINER
& BAG COMPANY**
SHELBYVILLE, IND.

**Why not
put
your announcement
here.**

SHEET METAL SPECIALISTS

NOW is the time to overhaul and repair your plant for the coming year. We can furnish all your requirements in the Sheet Metal Line.

WE MANUFACTURE

**DUST COLLECTORS
BLOW PIPING
CONVEYORS**

**GRAIN SPOUTING
STEEL ELEVATOR LEGS
MILL and ELEVATOR WORK**

No job too large for us to handle, the small ones receive the same attention. Get our figures before placing your order. All work guaranteed.

MINNEAPOLIS SHEET METAL WORKS
1528 Washington Ave., No., Minneapolis, Minn.

We are Agents for All Makes of Fans

Grain Dust is a Fire Hazard

Wherever it settles.

Exposed to ignition by spark and spontaneous combustion a constant menace to life and property.

The only SANE, SAFE thing to do is recover the dust with an all-metal fireproof



"Knickerbocker 1905 Cyclone"

Write for Catalog.

The Knickerbocker Co., Jackson, Mich.

I Am the Man You Want

I can fill that position you have open—fill it perfectly, to your satisfaction. Tell me where to find you in a

**Grain Dealers Journal
Want Ad.**

Receiving and Stock Book

Form 321 is designed for keeping a record of each kind of grain received at a country elevator in a separate column so that the buyer by adding up columns may quickly determine the number of bushels of each kind of grain on hand. Columns are also provided for date, name, gross, tare, net pounds, price, amount paid and remarks.

The book is printed on Linen Ledger paper, well bound with leather back and corners. Each of its 160 pages is 9x12 inches, giving room for recording 3200 wagon loads.

Order Form 321 . . . Price, \$1.50

GRAIN DEALERS JOURNAL, La Salle St., Chicago, Ill.



Reduce Your Telephone Bills 10% to 30%

"In four months it has saved us \$60," writes one concern.

THE TOLLOMETER

It times your talk, allows for all interruptions and shows exact time for which you should pay.

WRITE FOR BOOKLET—It will open your eyes to an expensive leak you are now overlooking. Inexpensive, a money saver, instantly attached to any phone.

Write Today

The Tollometer Sales Agency
Kansas City, Mo.

ELEVATOR MACHINERY

GRAIN DRYERS—All sizes, CRUSHERS, SHELLERS and MILLS CONVEYORS and ELEVATORS, CHAIN BELT and SPROCKET WHEELS, OAT MEAL and PEARLED BARLEY MACHINERY, HOMINY MILLS

SEND FOR DESCRIPTIVE CATALOG OF WHAT YOU WANT

THE C. O. BARTLETT & SNOW CO.
CLEVELAND, OHIO, U. S. A.

For Sale



For particulars see the

"ELEVATORS FOR SALE"

columns of the Grain Dealers Journal, Chicago

Those looking for elevator properties invariably consult its "Elevators for Sale" columns. If your elevator is for sale, make the fact known to the entire trade, put your For Sale sign in the "Elevators for Sale" columns, then you can be sure of selling quickly at a good price, and pay no commission on sale.

If you do not wish neighbors to know your elevator is for sale, you can have replies come in our care and we will forward them daily.

The cost for advertising is 20c per line

Peoria's Fireproof HOTEL

THE JEFFERSON

250 ROOMS
Each with Bath

Excellent Cafes

HEADQUARTERS

Grain Dealers' National Association

October 11, 12 and 13

SHORTAGE CLAIMS

of Grain Shippers

would be paid more promptly if certificates of weight which show kind of scale used, number of drafts, and who did the weighing, were used.

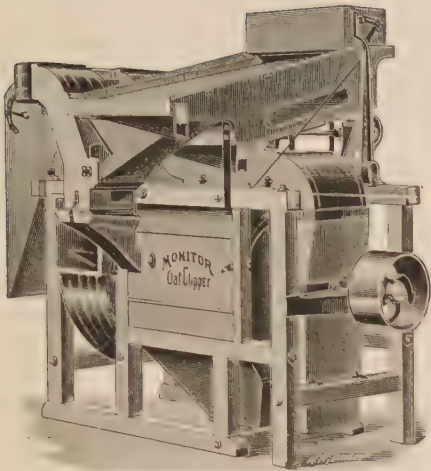
SHIPPERS' CERTIFICATE OF WEIGHT, Form No. 89 has been endorsed and recommended by the leading Associations of Shippers, because its use places the shipper's weights above question.

Each ticket gives the following information: Kind of scale used; Station; Car Number and Initials; Shipper's Name;—lbs. equal to—bus. of No.—; Date scales were tested and by whom; car thoroughly examined and found to be in good condition and properly sealed when delivered to the—R. R. Co.; Seal Record, name and number, sides and ends; marked capacity of car; date; and name of the weigher. On the reverse side of both originals and duplicates is a form for recording the weight of each draught.

Printed and numbered in duplicate. Originals on Goldenrod Bond paper and duplicates on tough pink manila in two colors of ink. Well bound with heavy hinged pressboard covers so they will open flat, containing 50 originals, 50 duplicates and four sheets of carbon paper.

Order Form No. 89 SWC. Price \$1.00.

GRAIN DEALERS JOURNAL, Chicago, Ill.



Monitor

**Oat Clippers
Smutters, Cleaners**

One hundred and thirty-s x "Monitors" to select from. Several styles of Oat Clippers, Smutters and Cleaners—a "Combination" machine that answers for clipping, smutting and cleaning. If you buy, get the best—a "Monitor," catalog No. 45 explains.

What will you do?

**With Rusty Oats, Sprouted Oats
Smutty Wheat and Sprouted Wheat**

The burning question with hundreds of grain dealers right now is, what are we going to do with the rusty, sprouted oats and the smutty, sprouted wheat the farmers are going to bring us? There is but one logical answer—prepare to handle them with a machine that will give you the most in perfect service for the least in care and general operating expense. Many grain dealers are letting this year's big opportunity get by—they are in the minority, however, as most of the live, progressive dealers, if not equipped, will be. It is safe to say that this year, as for many of the past, *most* of them will buy "Monitors."

HUNTLEY MFG. CO., SILVER CREEK, N. Y.

PORTLAND, OREGON—C. J. Groat, 601 Concord Building.
MINNEAPOLIS, MINN.—A. F. Shuler, 218 Iron Exchange.
ST. LOUIS, MO.—S. J. McTiernan, 25 Merchants Exchange.
WICHITA, KANSAS—J. B. Ruthrauff, 301 S. Lawrence St.
JACKSON, MICHIGAN—A. H. Smith, 504 Dwight Building.
CHICAGO, ILL.—F. M. Smith, 310 Traders Building.
AKRON, OHIO—A. S. Garman.
LEXINGTON, N. C.—C. M. Wilkinson, 118 First Avenue.
OWEGO, N. Y.—J. H. Foote.

Have You Seed For Sale?

Do You Wish To Buy Seed?

See our "Seeds For Sale—
Wanted" Department
This Number.

Duplicating Grain Contracts

Do not take chances on verbal contracts for future delivery of the grain you are now purchasing. With the present unstable condition of the markets, Mr. Farmer is very liable to forget them if the market should advance or his crop be a failure.

Our Duplicating Grain Contracts will save you time, worry and money and should be used on every purchase. They certify the Farmer "has sold ——— Bushels of ——— at ——— cents per bushel, to grade No. ———, to be delivered at ——— on or before ———." They also certify that "If inferior grain is delivered, the market difference at which such grain is selling on day of delivery shall be deducted.

Put up in books of 100 duplicate sets. Originals of bond paper are machine perforated so they may be easily torn out, while the manila duplicate remains firmly bound in the book. Both sheets contain a printed form on the back for entering all grain delivered on the contract. Check bound and supplied with 3 sheets of carbon. Order FORM 10DC, Price \$1.00.

Send all orders to

Grain Dealers Journal

315 South La Salle St.

CHICAGO, ILL.

Wanted and For Sale

The rate for advertisements in this department is 20 cents per type line each insertion

ELEVATORS FOR SALE.

IND.—8M bu. elvtr., flour, cement, coal business, town of 1,000. Address Luck, Box 2, Grain Dealers Journal, Chicago, Ill.

EAST IOWA ELEVATOR for sale in German Catholic community. Nearly new and up to date. Complete at \$3,500. Address Keve Lumber Co., Arlington, Iowa.

SOUTH DAKOTA elevator for sale, 25,000 bu. cribbed. 30x50 warehouse; coal in connection. Good farming district; good competition. Address Quirk, Box 6, Grain Dealers Journal, Chicago, Ill.

CHOOSE YOUR ELEVATOR from the many offered. Insert an advertisement in the "Elevators Wanted" columns of the Grain Dealers Journal, and select one at a satisfactory price and station.

ELEVATORS FOR SALE: Your choice of ten elevators within 100 miles of Chicago from \$6,000 to \$15,000. Good substantial buildings and in good towns. Address James M. Maguire, Campus, Ill.

SOUTH DAKOTA—For Sale—Three elevators on the Great Northern Railway. About 140,000 bu. a year average. In the most fertile part of South Dakota. Address Box 454 Sioux City, Iowa, for particulars.

IOWA—Modern cribbed iron Elevator, motor power, Auto Scale, Manlift, etc. Cap., 20,000 bus. Corn and oat belt, good town, one competitor. For further particulars address Way, Box 3, Grain Dealers Journal, Chicago.

NORTH DAKOTA elevator for sale, located on N. P. line in central North Dakota. New plant; good country. Other business compels us to sell. For particulars address Other, Box 6, Grain Dealers Journal, Chicago.

FOR SALE—12M bu. Elevator with coal and other side lines. Studded house, two dumps, three stands of elevators. Automatic scales, steam power; on private ground. Price, \$6,000. Address A. J. McFadden, New Waverly, Ind.

CENTRAL OHIO elevator and coal yard for sale. Capacity 25,000 bus. grain; 300 tons coal. Handles 100,000 bushels grain. Large retail trade. Will exchange for good farm priced right. Address Sale, Box 5, Grain Dealers Journal, Chicago.

SOUTHERN MINNESOTA 35,000-bu. elevator for sale. With coal sheds. Last year station handled 500,000. Two other elevators. Snap if taken at once. Good reason for selling. Address Brook, Box 6, Grain Dealers Journal, Chicago, Ill.

FOR SALE—15,000 bu. bean and grain elevator in town of 3,000, one other elevator in place, electric, kerosene power, coal and wood yard in connection. Must sell quick to take another business. Address AB, Box 5, Grain Dealers Journal, Chicago, Ill.

ILLINOIS—25,000-bu. elevator, also good 30x60 grain house, on R. R. ground, with fanning mill for cleaning seeds. Electric power; located in as good farming section as there is anywhere. Good railroad facilities; in town of 8,000. Elevator in good running order; will sell cheap if sold at once. Reason for selling, have too many other interests to look after. Money maker. Address Rush, Box 6, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

FOR SALE—Elevator 15,000 bu. capacity, and 100 barrel capacity roller mill, both on same location. Modern and fine shape. In good grain center. Newcomer, Adair, Okla.

RIVERSIDE Elevator and Warehouses, Memphis, Tenn., between the Frisco and I. C. tracks; near business center and all freight depots; capacity 300 cars. Webb & Maury, Memphis, Tenn.

OKLAHOMA—One good elevator located well. 15,000-bu. storage. Owner wants to sell and will sell at right price. For particulars address XXX, Box 6, Grain Dealers Journal, Chicago, Ill.

WESTERN OHIO OPPORTUNITY for a hustler. Good elevator handling considerable feed, cement, salt and coal in progressive town. A bargain. Address Feed, Box 6, Grain Dealers Journal, Chicago.

OHIO elevator and coal yards for sale in the corn belt. Capacity 15M. Handle coal, feed, cement, tile, seed and implements. Bargain if sold soon. Address Boy, Box 6, Grain Dealers Journal, Chicago.

NEBRASKA—13,000-bu. elevator at Maywood. In good shape. Lots of grain in the country. Only two elevators in the town and good chance for making money in grain. Moving from location is the reason for selling. Address Wood, Box 6, Grain Dealers Journal, Chicago, Ill.

FOR SALE—20,000-bu. elevator within 100 miles of Chicago that handles over 200,000 bu. grain and 1,000 tons of coal annually. Located in town of about 700. Farmer El. competition. Business evenly divided. Price \$6,000. Good terms. Address James M. Maguire, Campus, Ill.

ELEVATOR IN CENTRAL INDIANA with 2 acres of land and residence, for sale. Has metal sides and roof, cribbed bins, sheller and cleaner, feed grinder, motor power. In good grain belt; handle a number of side lines. Easy terms. A bargain if taken soon. Address Indiana, Box 2, Grain Dealers Journal, Chicago, Ill.

ILLINOIS—For sale modern cribbed iron clad elevator; concrete foundation, 2 legs. 15 horse Fairbanks-Morse Engine; automatic scale, gravity loader, Hess cooler and cleaner on outside elevator. 9 cribbed and hoppers bins, capacity 50,000 bus. Business 350,000 bus. a year. Best elevator in McLean Co., Ill., all on private ground on Ill. Central, 120 miles from Chicago. 2-room office and Fairbanks-Morse Scale. Address Grain, Box 6, Grain Dealers Journal, Chicago, Ill.

ELEVATOR BROKERS.

SELLERS list your elevators and buyers buy your elevators thru John A. Rice, Frankfort, Ind.—Reliable Broker 10 years.

ELEVATORS AT ALL PRICES FOR SALE ALL THE TIME. Get ready for the new crop and write, wire, or phone for an interview if you want to buy an elevator. I have what will suite you. James M. Maguire, Campus, Ill.

Whenever there is a real opportunity of interest to the grain trade it is usually registered in the "Wanted—For Sale" columns of the Journal.

ELEVATORS WANTED.

FINE farm in Western Ohio, adjoining corporation of County Seat to trade for elevator. Address Hay, Box 4, Grain Dealers Journal, Chicago, Ill.

TRADE 320 Acres of Wheat Land in Wichita County, Kan., to trade for Elevator. Must be in operation. Address G. D. A., Box 4, Grain Dealers Journal, Chicago.

HAVE GOOD land to trade for grain elevator in North Dakota, east of the Missouri River. Address East, Box 6, Grain Dealers Journal, Chicago, Ill., for further information.

WANTED best paying business that \$15,000.00 or less will buy. Central Illinois location preferred. Give full particulars first letter. Address Elevator, Box 6, Grain Dealers Journal, Chicago.

WANT to lease or buy an elevator in Western Ohio or Indiana in Corn and Oats territory, handling 125,000 bus. or more. Must be in good condition. Address Man, Box 3, Grain Dealers Journal, Chicago, Ill.

Somebody's always hunting an elevator, and there is no wrong time of the year to put an ad in the "Elevator For Sale" columns of the Journal.

EXPERIENCED grain man, financially responsible, wants to lease elevator in Indiana, Illinois or Iowa. Must handle 200,000 bu. or more. Prefer one handling coal, feed and seeds. Would invest liberally with services in good grain proposition. Address Bob, Box 5, Grain Dealers Journal, Chicago.

RETIRED grain man, after recuperating wants to exchange good 227-acre Kansas farm in Arkansas River Valley for a good elevator and grain business. Farm well improved, all tillable, soil sandy loam, telephone, interurban mail. If you have a good open proposition write Heg, Box 4, Grain Dealers Journal, Chicago, Ill.

BUSINESS OPPORTUNITIES.

FOR SALE—30,000-bu. elevator, grain, coal, feed, flour, hay and alfalfa seed business. Large trade, good location. A. Albertson Grain Co., Fowler, Kansas.

WHATEVER your business may be, it will find a ready market if advertised in the "Business Opportunities" column of the Grain Dealers Journal, Chicago, Ill. 6,100 grain men look to these columns twice a month for real opportunities.

FOR SALE OR TRADE the 125-bbl. flouring mill, 60,000-bu. elevator, stock yard; coal yards, sheds, 2 acres ground and large stone building; new engine and boiler; the only mill and elevator in the town, County Seat of Owen County, Ind. Spencer, Ind. R. R. Track; switch; private. This mill and outfit is ready to run; complete and first class. Has \$6,500.00 mortgage on same. Appraised at \$25,000.00. This is no junk and will stand any kind of inspection. Write W. E. Morrison, Owner, La Fayette, Ind.

INFORMATION BURO

READERS DESIRING to learn by whom, or where any grain handling machine or device is made, can generally obtain it promptly by addressing Information Buro, Grain Dealers Journal, Chicago, Ill.

MILLS FOR SALE.

FOR SALE—A 50 bbl. mill in good running order, 10 acres of ground goes with it. Water or gasoline power. A bargain, if taken at once. For further particulars write Geo. W. Olson, Cedar, Kansas.

KANSAS—First-class 175-bbl. flour mill, 4 000-bu. cribbed elevator in Sumner County, Kansas, wheat belt. Mill cost \$35,000. Clear of all incumbrances. The only mill in town. Same is on private land with switch and track scales. Ten thousand (\$10,000.00) dollars will buy this entire plant if taken quick. A bargain in a mill and elevator. Address A. M. Brandt & Sons, Severy, Kansas.

NEW YORK—Flour and feed mill of 30 bbl. capacity, rye or buckwheat; 3 run stones; 2 for flour and one for feed. Never failing stream, 12 ft. head, good log dam. On the Central New England Ry. freight depot on mill property. Property contains 3 acres of ground, very good house, mill building, barn, coal shed, wagon scales, etc., all in excellent condition. Henry Buerman, Gallatinville, N. Y.

FOR SALE—Oatmeal and Split Pea Mill, buildings and machinery and real estate, being lots 17, 18, 19 and 20, in Block F, in town of Woodstock, in the province of Ontario. The plant consists of mill, oat and pea kiln, chop mill, shipping room and office, boiler and engine rooms, sheds, railway siding and sewerage system. The mill is run by steam. Daily capacity; oatmeal mill 157 bbls., pea mill 100 bbls., elevator capacity 20,000 bus. Situated on C. P. R. and G. T. R., with good transportation facilities. For full particulars apply H. T. Jamieson, C. A. Receiver and Mgr. Canadian Cereal & Flour Mills, Ltd., 1401 Royal Bank Bldg., Toronto, Ont., Can.

FLOUR MILL FOR SALE.

For Sale at Public Auction—A splendid 50 barrel Nordyke & Marmon Plansifter system and feed mill, fully equipped, steam plant. Located in Tippecanoe City, Miami County, Ohio, a town of 2,000 population, steam and electric railways, fine agricultural community, fifteen miles north of Dayton, and out of the flooded district of 1913.

This property will be sold at public auction at the door of the court house in Troy, Miami County, Ohio, Saturday, October 2, 1915, at ten o'clock A. M.

Sold under foreclosure, title good. Appraised at Fifty-Five Hundred Dollars (\$5500.00) and cannot be sold for less than two-thirds of the appraisement. This property is a bargain at the appraisement.

For further information address

E. H. & R. A. Kerr, Attorneys,
Tippecanoe City, Ohio,
Miami County.

AGENTS WANTED.

MR. GRAIN DEALER.

Do you want to increase your profits? You can do so by selling King Lightning rods during your spare time. Write us for agency proposition. It's a winner.

Geo. M. King Mfg. Co.

609 E. Walnut St., Des Moines, Ia.

FERRETS.

ARE YOU bothered with rats? We have Ferrets For Sale. Write for catalogue. Glendale Ferret Co., Wellington, O.

FERRETS FOR SALE. If the rats get your grain, let our ferrets get the rats. Price list free. M. Goss & Son, Wellington, O.

FERRETS FOR SALE—Exterminate your rats at small cost. Catalogue and price list free. C. H. Keefer & Co., Greenwich, O.

SOLICITORS' SIDE LINE.

WANTED men calling upon grain shippers to carry small book needed by every grain firm. Easy sales, large commissions. Address W. B. Granger, 507 Traders Bldg., Chicago, Ill.

SITUATIONS WANTED.

WANTED POSITION in Grain Elevator as second man. Can furnish good references. Address J. B. Dawson, Gifford, Ill.

SITUATION WANTED, as buyer for Grain Firm. Ten years' experience. Can furnish A1 references. Address Jake, Box 6, Grain Dealers Journal, Chicago.

HIGH CLASS GRAIN MAN wants Position as Manager. Willing to demonstrate ability, then fix salary. Address High, Box 6, Grain Dealers Journal, Chicago, Ill.

WANTED position as traveling man for good Grain Co. Man with 10 years' experience. Can furnish A1 references. Address Ben, Box 6, Grain Dealers Journal, Chicago.

POSITION WANTED as manager of elevator. Have four years' experience in buying and selling. Can furnish references. Address Lena, Box 6, Grain Dealers Journal, Chicago, Ill.

WANTED SITUATION buying grain. Have eleven years' experience. Best of references. Still employed but desire to change. Address Great, Box 6, Grain Dealers Journal, Chicago.

WANTED POSITION as helper or second man with grain company to learn the business. Have worked in elevator. Can give good references. Address John, Box 6, Grain Dealers Journal, Chicago.

WANTED POSITION as manager of elevator or mill. Years of practical experience; best of references. Now employed but desire change. Address Rosemont, Box 5, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as Manager of country elevator. Good correspondent and bookkeeper. 15 yrs. experience in elevator and mill. 45 yrs. References. Address Busy, Box 6, Grain Dealers Journal, Chicago.

SITUATION WANTED by man 38 years old, eleven years in grain business. Can go to work on short notice at reasonable salary. Married. References. Address Wal, Box 4, Grain Dealers Journal, Chicago.

WANTED—Position as Manager of Elevator; 20 years' experience in Elevator and Milling business. Can furnish best of references as to character and ability. Address E. M. C., Box 4, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as grain buyer or flour salesman. Have wide acquaintance in all sections and 20 years' experience and thoroughly familiar with all phases of business. Address George, Box 5, Grain Dealers Journal, Chicago, Ill.

WANTED POSITION in grain business. Can buy grain and make contracts that will hold. Understand all kinds machinery. Can furnish best references. Also handle coal. Not afraid of work. Address Harry, Box 6, Grain Dealers Journal, Chicago.

YOUNG MAN wants position after Oct. 30th in grain elevator. Can give best of references. No booze; no dead beat. Small plant preferred. Can manage Farmers plant. Write me what you have. I have experience. Address Experience, Box 6, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED with grain commission or elevator Co. Book-keeper, good judge of grain. Handle cash or futures. Employed manager of large country elevator. Want to change. References and bond if required. Address Chance, Box 6, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED—Young man with experience in both country and receiving end of grain business, desires office position with good mill, commission house, broker or exporter. Expert book-keeper, competent office man and can handle traffic. Now managing farmers' elevator. Desire to change because wish better environment for two growing boys. Able to manage branch office. Address Cal, Box 5, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

POSITION WANTED as Manager of elevator. Experienced and can furnish good references. Address Fair, Box 6, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as traveling grain solicitor or manager of grain elevator. Experienced, A1 references. Address Dell, Box 5, Grain Dealers Journal, Chicago, Ill.

WANTED position by a practical grain man as manager with a newly organized Farmers Grain Co. Will work on a salary or commission or a share of the clear profits. Address Box 67, Kiowa, Kans.

HELP WANTED.

WANTED—Manager for farmers' elevator company; must have experience and references. Reservation Farmers Elevator Company, St. Ignatius, Mont.

WANTED—Superintendent for small Feed Mill and Elevator in Ontario, Canada. Must be a good judge of grain and thoroughly familiar with all kinds Cattle, Horse and Poultry Feed. Give particulars of positions previously filled, salary expected and age. Must be able to furnish suitable references as to character and ability. Address Falls, Box 4, Grain Dealers Journal, Chicago, Ill.

ADDRESS WANTED.

WANTED ADDRESS of G. S. Barnes, Jr., formerly of Wichita, Kan., and Minneapolis, Minn. Write S. E. E., Box 12, Grain Dealers Journal, Chicago, Ill.

PARTNERS WANTED.

YOU CAN SECURE a partner if you make your wants known to the grain trade thru the Partners Wanted column of the Grain Dealers Journal.

WANTED Partner with some cash, for man with good Seed Business. My trade is advancing, so I must have more cash to carry on the larger business. Address Rec, Box 6, Grain Dealers Journal, Chicago.

PARTNER WANTED for a well established extensive wholesale seed business. Energy and knowledge of field seed necessary; also \$20,000 capital. Address H. E. Mooers, Commerce Club, St. Joseph, Missouri.

SECOND-HAND BAGS AND BURLAP.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags, Burlap, Cotton Sheet- ing, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

SCALES FOR SALE.

2ND HAND scale auto & hopper. Goodman Scale Co., West Union Bld., Chicago.

TWO 3-Rushel Avery Automatic continuous weighers, in perfect shape. Price \$150 each f. o. b., St. Louis. HOWE SCALE CO., 409 N. 4th St., St. Louis, Mo.

SCALE BARGAINS.

Newly overhauled. Good condition. Guaranteed. Immediate shipment.

5-8 and 10 ton Standard Wagon Scales.

6-8 and 10 ton Fairbanks Wagon Scales.

5 and 8 ton Monarch and Howe Wagon Scales.

2,500, 3,500 and 4,000 Fbks. Dormant Scales.

2,500 lb. Chicago & Buda Dormant Scales.

Standard, Fairbanks and Howe Portable Scales.

Write for low prices and full information.

STANDARD SCALE CO., 1341-45 Wabash Ave., Chicago, Ill.

Do you want the name and address of the man who should be working for you? Try an ad in the "Help Wanted" columns of the Journal.

MACHINES FOR SALE.

FOR SALE—One second-hand corn sheller, also one second-hand bran duster. Address Box 614, Monticello, Ind.

FOR SALE—King Buck Horn Machine in good condition at a bargain. Address C. C. Norton's Sons, Greenfield, Ohio.

MACHINES not in use can quickly be sold by an advertisement in the "Machines For Sale" column of the Grain Dealers Journal, Chicago, Ill.

FOR SALE—Cheap, one No. 24 Niagara Dust collector; three No. 25 Niagara Dust collectors; one No. 24 Perfection Dust collector; one No. 15 Perfection Dust collector; all in good condition.
W. J. JENNISON, Appleton, Minn.

FOR SALE.

1—Double stand 9x30 Case Roll with feeder.
1—No. 4 Invincible Horizontal Oat Clipper.
1—No. 5 Eureka Rolling Screen.
1—No. 2 Invincible Receiving Separator.
THE ARKANSAS CITY MILLING COMPANY, Arkansas City, Kansas.

WANTED—Grain Dealers who are contemplating installing new machinery to use the "Machines Wanted" columns of the Grain Dealers Journal in securing prices and estimates of machines for sale. We can save you money. More than value received.

FOR SALE—2 No. 6 Power Monitor Mills for Seed and Grain; originally cost \$700; made at Silver Creek, N. Y.; in good working condition; capacity of clover 60 to 75 bushels each per hour, with large set of screens, including screens for alsike and timothy. Price \$100 each, f. o. b. cars Toledo.

Also 1 Buckhorn machine made at Jerseyville, Ill. Practically new; price \$85. W. H. Morehouse & Co., 1004-1006 Second National Bank Bldg., Toledo, Ohio.

96% EFFICIENCY IN CRACKING CORN.

Our Method—We have devised a new method for making cracked corn which will give you 96% efficiency and at the same time give you a product that is even and unexcelled in quality. In fact, we steel cut every kernel of corn instead of grinding them, which eliminates the fine or undesirable product to 4 per cent. Our method is not only for corn but is adapted for Wheat, Rye, Barley, Rice, Peas, Kaffir Corn, etc., also cutting the grains to any degree of fineness desired.

By using our special corrugation we increase your capacity 25% more than at present, with 20% less power and give you a finished product superior in every detail.

It pays for itself—Taking into consideration the power saved, the increase in capacity afforded, the extra quality in product made, and finally the elimination of almost all of fine material created under the old way (which sells for less than cracked corn) means that our method will pay for itself in a short time.

Under the old way, a cracked corn separator is necessary, but with our method for general work, this machine is not required.

The results already stated will save you money on each bushel of corn, also the extra quality of product your customers receive will please them to the end of satisfaction, which will mean more sales, larger sales and finally greater profits; taking this into consideration no wide awake, energetic feed mill operator should lose any time in investigating our method. Write for information at once stating the kind of mill you now use for cracking corn.

Samples of cracked corn made by our method will be sent to any one upon request.

B. F. GUMP CO.,
431 to 437 So. Clinton St.
Flour Mill and Elevator Machinery.
Chicago, Illinois.

MACHINES FOR SALE.

Can save and make money for you. Entire line of remodeled guaranteed 2nd hand machinery must be sold within 30 days. Any size or make. Single and Double Head Attrition Feed Grinders and Corn Crackers. Single and Double 2 and 3 Pair High Roller Mills, Reels, Packers, Grain Cleaners, for all purposes. Boilers, Motors, Water Wheels, Burr Mills, Crushers, Shellers, etc. Can supply any thing new or 2nd hand for Flour or Feed Mill, Grain Elevator, etc. Satisfaction guaranteed. Write for Prices at Once.

George J. Noth,
9 South Clinton St., Chicago, Ill.

MACHINES WANTED.

WANTED good as new second-hand 400-500 bu. per hour capacity Standard combined oat clipper and cleaner. Give bottom cash price. Hughes & McCoy, Howe, Tex.

ENGINES FOR SALE.

ANY KIND, ANY SIZE, ANY PRICE gasoline engine which is not in use and which you wish to sell, will find many ready buyers if advertised in the "Gasoline Engines" column of the Grain Dealers Journal, Chicago. Try it.

FOR SALE—One 12x30 Monarch Corliss Steam Engine; one 16x60 in. low pressure boiler; 48-4" flues; one Snow deep well pump, 130 feet 2-in. pipe; one boiler feed pump; one Cookson Feed Water Heater. This plant can be seen in operation. If interested, address Hinton Milling Co., Hinton, Okla.

A NOISE LIKE MONEY FOR YOU.

Write for special low prices on high grade, slightly used, gas and gasoline engines. We can fill your requirements satisfactorily. Have first class bargain values from 1 to 100 H.P. State your power needs and let us quote.

The Badger Motor Co., Milwaukee, Wis.

GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.
25 H. P. Columbus.
25 H. P. Fairbanks-Morse.
22 H. P. Fairbanks-Morse.
15 H. P. Fairbanks-Morse.
12 H. P. Fairbanks-Morse.
6 H. P. Fairbanks-Morse.
4 H. P. Fairbanks-Morse.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

DYNAMOS—MOTORS

DYNAMOS AND MOTOR BUYERS are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamos—Motors" columns of the Grain Dealers Journal, Chicago.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

SCREENINGS WANTED.

WE ARE IN THE MARKET for clover seed screenings now, and for the coming season. We will either contract for your entire output or buy your different lots by sample. It will be to your interest to confer with us before making any disposition of your screenings and low grade seeds. We will be glad to hear from you. J. M. King & Son, No. Vernon, Ind.

Directory Grass Seed Trade

ATCHISON, KANS.

Mangelsdorf Bros. Co., The, wholesale seeds.

BALTIMORE, MD.

Buffington & Co., John J., whse. seed merchants.
Scarlett & Co., Wm. G., whse. seed merchants.

BELFAST, IRELAND.

Lytle & Sons, Ltd., John, Per. & Ital. Ryegrasses.

BUFFALO, N. Y.

Stanford Seed Co., The, Seed Merchants.

CHICAGO, ILL.

Dickinson Co., The Albert, seeds.
Illinois Seed Co., The, grass and field seeds.

EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

INDIANAPOLIS, IND.

Indiana Seed Co., The, Seed Dealers.

KANSAS CITY, MO.

Missouri Seed Co., who. exp. and imp.
Peppard Seed Co., J. G., grass and fld. seeds.
Rudy-Patrick Seed Co., wholesale seeds.

LONDON, ENGLAND.

LeMay & Co., C. W., w'sale, exp. & imp. fld. sds.

LOUISVILLE, KY.

Lewis & Chambers, field seeds.
Louisville Seed Co., clover and grasses.
Ross Seed Co., field seeds, exporters.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.

NEW YORK, N. Y.

Nungesser-Dickinson Seed Co., who. exp. & imp.
Radwaner, I. L., field & grass seeds, exp., imprta.

PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, whse. field sds.

ST. JOSEPH, MO.

Mitchell Bros., grass and field seeds.

TOLEDO, OHIO.

The Toledo Field Seed Co., clover, timothy.

HAY FOR SALE.

PRAIRIE HAY—If you want Prairie Hay, write or wire the Osage City Grain & Elevator Co., Osage City, Kas.

GRAIN WANTED.

WANTED heavy, bright Montana oats and Barley. Lewis Grain Co. Chamber of Commerce, Buffalo, N. Y.

WANTED—One hundred cars oats, straw, timothy hay, heavy bright Montana oats. Send sample. C. T. Hamilton, New Castle, Pa.

GRAIN FOR SALE.

Wanted, Buyers of white wheat to advise their wants. We can supply you. Farmers Grain Co., Denver, Colo., Railway Exch.

WARE BROTHERS,

dealers in

HAY, GRAIN, FEEDS AND FLOUR.
Butler, Ill.

IF YOU WISH to get in touch with a large number of dealers who have grain of all kinds for sale, insert an advertisement in the "Grain Wanted" columns of the Grain Dealers Journal, Chicago.

GRAIN TRIERS

which will not clog or bind. Steel tubing fitted with maple pole. Point is turned of solid bar steel. Top is fitted with a bronze collar. Trier is 56 x 1 3/4 inches and has eight openings.

OTTO KELLNER, JR., 4028 So. State St., Chicago, Ill.

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

ALFALFA SEED—Aye Brothers, Blair, Nebraska.

FOR SALE—Medium Red, Mammoth, Alsike, Timothy and Alfalfa. L. C. Brown, La Grange, Ill.

FOR SALE—Superfine tested Perennial and Italian Ryegrasses Crested Dogtail John Lytle & Sons, Ltd., Belfast, Ireland.

WE HAVE a few cars of Sunflower Seed. If in the market, write for quotations and samples. Brown-DeField Grain Co., Charleston, Mo.

SWEET CLOVER SEED—White and biennial yellow. Large and small orders solicited from the trade. Bokhara Seed Co., Box 93, Falmouth, Ky.

FOR SALE—1915 Recleaned timothy seed. \$8.00 per hundred lbs. I am in the market for a few bags Big English, or mammoth, clover seed. J. W. Richards, Ferris, Ill.

FOR SALE—Pure white blooming sweet clover seed. \$12.00 per bushel of 60 pounds. Now is a good time to sow this valuable plant. E. G. Fennup, Garden City, Kans.

ALFALFA.

I am headquarters for native grown Alfalfa Seed. Also for Barley, Cane Seed, Ribbon Cane Seed, Seed Corn, Egyptian Wheat, Cotton Seed, Cow Peas, Burr Clover, Rhodes Grass, Johnson Grass, Bermuda Grass, Rescue Grass, Sudan Grass, Paspalum, German Millet, Japanese and Pearl or Cattail Millet, Fancy Red Rust Proof Seed Oats, Spanish Peanuts, Speltz, Black Winter Emmer, Miracle Seed Wheat, Watermelon, Okra, etc. Ask for samples and prices.

ROBERT NICHOLSON,
Wholesale Seeds, Dallas, Texas.

SEEDS FOR SALE.

FOR SALE—Perennial Ryegrass, Italian Ryegrass and Crested Dogtail. Highest grades recleaned and tested. C. I. F. U. S. ports. Samples and offers on request. McCClinton & Co., Belfast, Ireland.

SEEDS WANTED.

100 BUS. 1915 crop medium Red Clover wanted. Send price and sample in first letter. E. G. Lewis, Media, Ill.

SEEDS WANTED—Red & Sapling Clover, R Top, Timothy, Orchard Grass, Blue Grass. Quote prices. Send samples. L. B. STRICKER, Seedman, Asheville, N. C.

I WILL BUY round lots, country run or recleaned Alsike, Sweet Clover, White Clover. Send samples and prices care of BECO, Box 5, Grain Dealers Journal, Chicago.

SEED BUYERS AND SELLERS can quickly sell any quantity or buy any amount or quality by making their wants known through the "Seeds Wanted—For Sale" columns of the Grain Dealers Journal, Chicago, Ill.

MISCELLANEOUS.

FOR SALE—Complete Heller Seed cabinet, mouse proof, practically new; used four months. If interested will mail photograph. Sell cheap. Westbrook Grain & Commission Co., Pine Bluff, Ark.

THE STANFORD-SEED CO.

BUFFALO, N. Y.

**WE ARE BUYERS OF
TIMOTHY SEED**

CRABBS REYNOLDS TAYLOR CO.
Crawfordsville, Ind.

GRAIN

CLOVER AND TIMOTHY SEEDS

Get in touch with us.

RED CLOVER

ALFALFA CLOVER

DWARF E. RAPE

WHITE CLOVER

ALSYKE

NATURAL GRASSES

ENGLISH RYE

44-46

Pearl Street

RED TOP

Write Us
for
Samples
and
Prices

N
E
W
Y
O
R
K

Do You Want

The grain trade news? Then subscribe for the Grain Dealers Journal. Twice each month for \$1.50 per year.

WE BUY AND SELL

Wheat Screenings, Cane Seed, Salvage Wheat, Kaffir Corn. Write or wire for prices.

HENRY LICHTIG & CO., Kansas City, Mo.

THE ILLINOIS SEED CO.
CHICAGO, ILL.

WE BUY AND SELL

FIELD SEEDS

Ask for Prices. Mail Samples for Bids

"MAY BELL" Brand Pure Field

SEEDS

ROSS SEED CO., Louisville, Ky.

The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited. Send us your samples.

Toledo, Ohio

Clover Seed Active

With approach of critical crop making season, clover seed futures are increasingly active. Prices latter part of season generally cover wide range. Toledo is center of clover trading. Our facilities are complete. Inquiries and orders receive immediate attention. Daily letter with latest news views on request.

SOUTHWORTH & CO.

901-2-3 Second Nat. Bank Bldg., TOLEDO, O.

NUNGESSER-DICKINSON

SEED CO. NEW YORK, N. Y.

EXPORTERS AND IMPORTERS

GRASS and CLOVER SEEDS

New Crop RED TOP SEED

We are ready to offer *new crop* Fancy Redtop seed. Prompt or later shipment. Attractive prices.

Ask for samples.

The Albert Dickinson Co.

Seed Merchants

Chicago Est. 1855 **Minneapolis**

NEW CROP

RED CLOVER

ALFALFA CLOVER

CRIMSON CLOVER

WHITE CLOVER

ALSIKE CLOVER

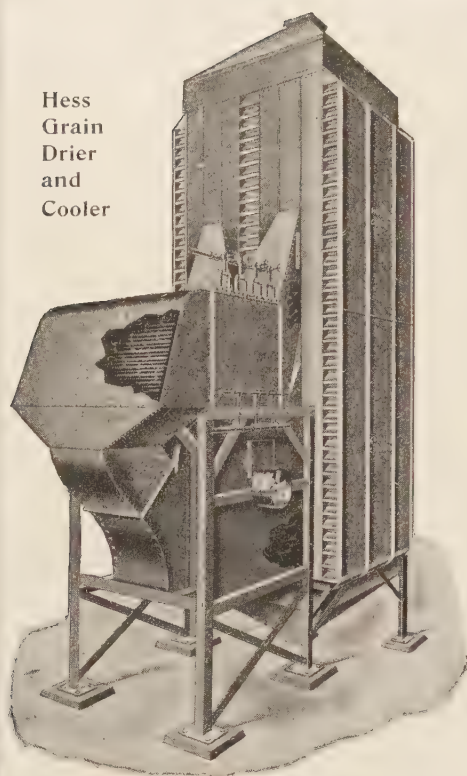
TIMOTHY AND

RAPE SEED

LOEWITH, LARSEN & CO.

NEW YORK

Hess
Grain
Drier
and
Cooler



HESS GRAIN DRIERS AND COOLERS

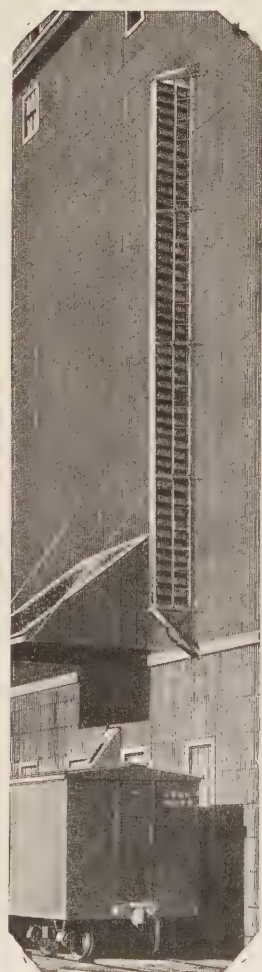
operating with warm air and blowers.
Dry any kind of grain, reducing the
moisture content to any required
degree.

Hess Outdoor Grain Conditioners

Patented June 1, 1915

expose the grain, in constant motion,
to the action of sun and wind, **out-
of-doors**. Not a drier; but a mighty
improver of tough grain.

Hess
Outdoor
Grain
Conditioner



Brown-Duvel Moisture Testers

**with glass or copper flasks for
gas, gasoline, alcohol or electricity**

With the largest crops ever known, in the worst condition ever known, and with more immature corn in sight than ever, these HESS devices are saving more money, and **making** more money for their owners, than in previous years.

The ruling of the Department of Agriculture that sulphured oats with an excess of moisture must be condemned, makes the HESS DRIER a still more important essential in the conduct of a grain business.

We will be pleased to hear from you and to supply all information desired. HESS SERVICE IS THE PROMPTTEST THING YOU KNOW.

Hess Warming & Ventilating Co.
907 Tacoma Bldg. Chicago, Ill.

The Grain Handling Facilities of Peoria

Peoria is located in the heart of the most productive grain producing territory in the United States, and is served by 14 railroads. It is one of the three points where the eastern and western roads meet, and has been a rate breaking point since the establishment of railroads. None of the eastern roads go west of Peoria nor the western lines east of Peoria. This is also true of the lines serving the south and southeast—one of their northern termini is at Peoria. This has made Peoria a natural point for the accumulation and distribution of grain. The railroads have ample yard facilities, and the elevators of Peoria have capacity for storing and handling grain so that a blockade of grain at Peoria is almost unheard of.

Three large public elevators comprise the grain handling and storing facilities of Peoria. All are reached by either of the eastern or western railroads without a switching charge. This applies also to grain received or shipped over the traction lines. The following railroads, several with terminals at Peoria, make the city one of the leading western railroad centers:

C. B. & Q.; C. R. I. & P.; Ia. Central; C. & A.; C. & N. W.; Minneapolis & St. Louis; Toledo, Peoria & Western; C. C. & St. L.; Lake Erie & Western; Vandalia; Chicago, Peoria & St. Louis; Peoria & Pekin Union; Peoria Railway Terminal, and Illinois Traction System.

The grain elevators have a combined storage capacity of nearly 2,500,000 bushels, the Burlington Elevator being rated as 1,000,000 capacity, the Iowa with 1,000,000.

THE CENTRAL CITY Elevator, with a storage capacity of 250,000 bushels, handles the business of Tyng, Hall & Co., as well as that of other grain firms in the city. It is reached by all eastern or western roads without charge for switching and its receiving capacity is 50 cars per day. Receipts are registered by the Board of Trade and it is operated under the supervision of that institution. A. G. Tyng is Pres., and Jos. Kehlerstrass superintendent.

Freight rates and transportation regulations in and out of Peoria enable the city to advantageously compete with other grain centers in the accumulation and distribution of grain products. Receipts and shipments for the last 35 years are as follows:

	Wheat.	Corn.	Oats.	Barley.
1914..	2,399,033	14,529,478	12,925,660	2,777,825
1913..	1,932,901	11,782,368	10,973,496	3,262,428
1912..	1,442,056	18,738,002	9,707,902	2,479,939
1911..	1,313,784	16,842,217	7,070,114	2,351,443
1910..	1,219,169	16,761,532	12,619,692	2,656,130
1905..	928,200	14,321,400	11,058,300	2,501,400
1900..	674,000	18,536,700	11,263,000	1,839,700
1895..	1,056,450	15,596,695	19,435,650	1,957,200
1890..	951,950	12,011,900	16,432,000	1,642,250
1885..	356,945	11,602,885	15,364,780	203,800
1880..	553,620	13,550,650	8,152,205	684,880

SHIPMENTS.

	Wheat.	Corn.	Oats.	Barley.
1914..	2,361,662	7,004,565	14,213,507	1,754,630
1913..	1,688,526	10,354,138	11,670,598	1,709,950
1912..	1,015,545	13,257,118	12,100,289	1,407,605
1911..	1,007,545	12,488,683	8,882,210	1,122,078
1910..	980,134	12,369,960	13,666,395	1,202,637
1905..	720,700	7,905,500	12,557,800	1,676,200
1900..	834,950	6,371,990	10,948,100	1,363,481
1895..	882,650	4,966,660	19,182,150	1,565,100
1890..	714,245	7,549,782	17,600,309	735,408
1885..	164,620	7,087,500	15,408,720	159,800

The Peoria Board of Trade.

As an organized grain market Peoria has a history dating back to the period when river transportation was the prime factor in the grain trade. With the natural advantages of rich coal beds and underlying veins of pure and inexhaustible water the city became a manufacturing and railroad terminal, thus constantly growing while other river towns fell into decay.

In 1857 the first Peoria Board of Trade was incorporated with a membership of fifty, a large number for those days. John C. Griet was pres. and A. G. Tyng, Sr., vice-pres. This organization cared for the varied commercial interests of the city in a promotional way until the grain trade so expanded that it was found desirable in 1869 to incorporate as a distinctively grain exchange under the present name, with Horace Clark as pres. and P. P. Chase, sec'y.

Its rules are designed to facilitate the transaction of business in a just and equitable manner and are so fairly drawn that disputants rarely consider resorting to the court, preferring to abide by the results of arbitration provided for in the rules.

A fire destroyed the first building of the Peoria Board of Trade on Jan. 20, 1888, and the Board's present home was erected the same year, and since Nov. 1, 1888, the Board has done business continuously.

The present officers of the Peoria Board of Trade are Theo. G. Jacobs, pres.; Louis Mueller, first vice-pres.; H. T. Boyd, second vice-pres.; John R. Löffelth,

dorses the facts on the certificate of weight, which can be used as evidence if claim is made for shortage. Clay Johnson, who was formerly scale inspector of the Illinois Grain Dealers Ass'n, bears the double title of Chief Supervisor of Weights and Chief Scale Inspector. The weighing bureau supervises weights and inspects scales at both Peoria and Pekin.

A Transportation department is maintained by the Board to look after the traffic interests of members. J. L. Collyer is manager of this department.

The Peoria Board of Trade has been of great benefit to the grain shippers in the large territory tributary to this city by maintaining a good market at all times. Individually, as requested, the grain receivers of Peoria have aided grain shippers in financing their business and are now willing to give aid where needed, a service that was appreciated highly when country banks were not so numerous as at present. By their faithful accounting for all shipments entrusted to them the members of the Board of Trade have earned for that institution a well merited reputation for giving prompt and good service.

Following are the standing committees for the year 1915:

Finance: C. C. Miles, N. R. Moore and H. H. Dewey.

Inspection: T. A. Griet, L. H. Murray, C. H. Feltnan, Louis Mueller and T. J. Pursley.

Transportation: W. T. Cornelison, N. R. Moore, J. H. Ridge, A. Woolner, C. H. Feltnan, H. H. Dewey, A. G. Tyng, W. S. Miles and H. T. Boyd.

Rules and Regulations: J. H. Ridge, C. H. Feltnan and T. J. Pursley.

Rooms and Furniture: L. H. Murray, A. G. Tyng and H. T. Boyd.

Telegraph and Printing: A. Woolner, Louis Mueller and L. H. Murray.

Statistics and Accounts: H. H. Dewey, T. J. Pursley and T. A. Griet.

Weights and Measures: C. H. Feltnan, N. R. Moore and H. H. Dewey.

Market Reports: A. G. Tyng, J. H. Ridge and C. C. Miles.

Membership: N. R. Moore, T. A. Griet, Louis Mueller, A. G. Tyng and H. T. Boyd.

Every car of corn with the rules United States Dept grain is run thru a sure a thoroly mixe ple. To determine t eign material and cri ples are run over screens. The office mately 30,000 cars p



Oct. 11,

Weighing D.

The weighing dept' of Trade has grown idly. All of its w practically new.

The dept has sup and uses every eff shipper's interest, at all concerned a squ

All grain is inspec representative of the cept cars on lines th E. Peoria). A comp cars both on arriv

point, including orig record after inspecti point. All visible de cars, cars patched w etc., are noted, but n less they actually ex

It is necessary to against mixing loads to overcome this only at a time. The dept leaky gate valves.

One of the best th cently is the drivr thieves. Excellent work has been givier and the railroads. are now serving tim liberty are being clo Service rendered t varied, but the princ ing That is purely



Clay Johnson,
Chief Supervisor of Weights.



F. L. Wood
of C. H. Feltman.



A. W. Harwood
of Carhart, Code, Harwood Co.



F. W. Arnold
of F. W. Arnold & Co.



J. A. Peters
of W. W. Dewey & Sons.



H. T. Boyd
of M. & St. L. Ry.



L. H. Murray
of Warren Commission Co.



W. H. Dewey
of W. W. Dewey & Sons.



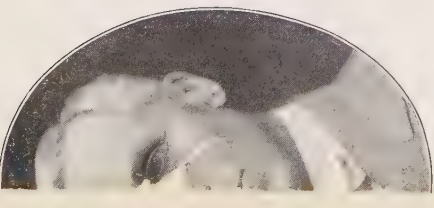
Jos. L. Furst
of Geo. W. Cole Grain Co.



Geo. L. Bowman
of Geo. L. Bowman & Co.



Dewey,
Dewey & Sons.





F. B. Tompkins,
Chief Grain Inspector.



Guy F. Luke
of Lamson Bros. & Co.



G. A. Peterson
of Cleveland Grain Co.



B. J. Yeck
of Buckley, Pursley & Co.



H. H. Dewey
of W. W. Dewey & Sons.



W. W. Dewey
of W. W. Dewey & Sons.



W. C. White
of Mer. & Ill. Natl. Bank.



B. H. Peters
of Peters & Co.



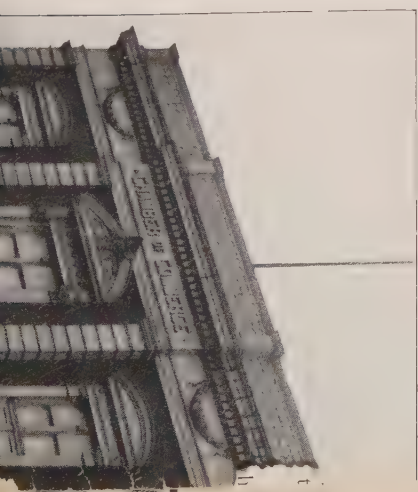
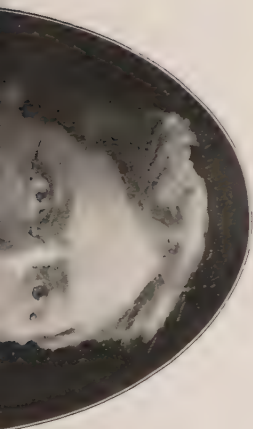
J. A. Speers.



H. F. Caze
of Geo. L. Bowman & Co.



E. R. Murphy
of S. C. Bartlett & Co.



It is
de
l w.

is graded in accordance with the plan promulgated by the Department of Agriculture. The grain sampler to be used and accurate sample and percentage of foreign matter in these samples of different sizes of passes on approximately 1000 bushels of grain per year.



12 and 13.

ap't at Peoria.

t of the Peoria Board and progressed rapidly and weighing facilities are

ervision at 14 points, port to safeguard the same time giving re deal.

ected upon arrival by a the weighing dept (except at leave the grain in late record is kept of al and at unloading inal seal record, seal on and at unloading -fects, such as bulged ith boards, cleats, tin, o leaks are noted un- ist.

guard very closely at the elevators and v one track is worked takes no chance with

ings accomplished re- ing out of grain car co-operation in this a by local authorities .Nine regular thieves e, and those enjoying sely watched.

y a weighing dept is ipal service is weigh-

rates are \$1.50 to \$2.50 per day, European plan.

The Niagara Hotel has 100 rooms, rates \$1 to \$2.50; the Mayer Hotel 175 rooms, \$1 to \$2; the Fey Hotel 105 rooms, \$1 to \$2; the Regis Hotel 87 rooms, 75 cents to \$1.50; the Majestic Hotel 75 rooms, \$1 to \$1.50, double \$1.50 to \$2.50; Lud Hotel, 47 rooms, \$1.

Peoria as a Gateway for Grain.

BY W. M. HOPKINS.

Peoria is strategically located from a commercial standpoint. It is served by 14 railroads, radiating to the east, west, north and south, representing about 60,000 miles, or more than 40% of the total railway mileage of the whole country. To the east is a great territory of production and consumption with more than 40,000,000 of people. The west is calling for the products of factories and the east for the products of the soil. The north is interchanging its productions with those of the south. Peoria is in the beaten track, the gateway through which this great stream of commerce naturally might flow.

No city can ever become a commercial center on a thru rate proposition, at least none of the large commercial cities of the west are on that basis. It must be a rate breaking point, and the rate arrangement should be such that goods may be shipped in and out on a parity with other competing markets without hindrance, complication or restrictions. The service must be expeditious because the expedition of the transportation, as well as the rate arrangement, determines in a large measure the area from which a city can draw or to which it can distribute goods.

Nothing is more important to a city than a grain market, not only for the volume of that business but because of the influence it has upon other lines of trade. Where a man sells his grain he makes his credits and comes to trade and the merchants of the town generally do the same thing. The grain adjustment into and out of Peoria furnishes an interesting picture. A charge of one amount is made if the grain be destined to the southeast, another amount if it goes to the Mississippi Valley and still another

These Men Will Welcome You to Peoria, October 11-13.



Members of the Peoria Board of Trade in Their Exchange Hall.

An Invitation



PEORIA BOARD OF TRADE

PEORIA, ILLINOIS

To the Grain Trade.

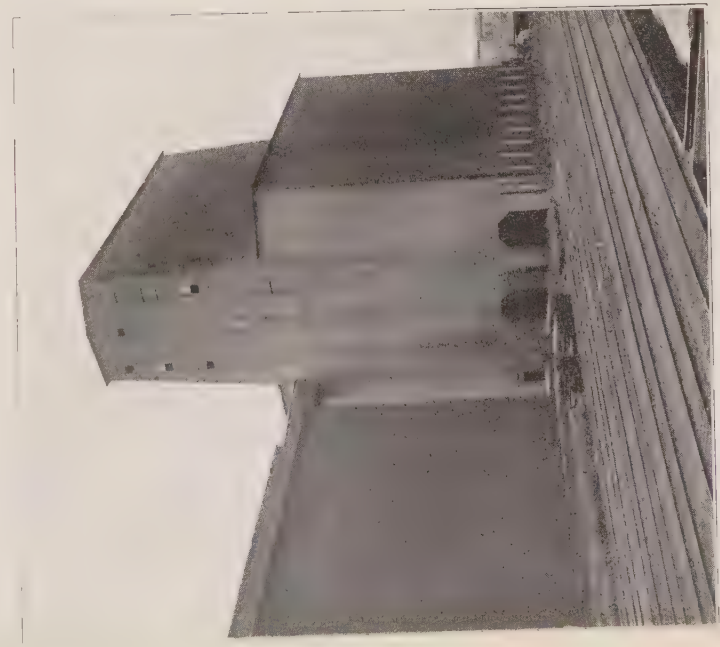
rate plus the highest re-shipping rate. There must be a matching up of the inbound bills for an out-bound shipment and it is a mystery to me how any grain dealer can determine what his grain costs him, or the market in which he can sell it and come out even. It is more like selling expense bills than grain. That is the situation as to a large territory in Illinois. The ideal rate arrangement is a flat rate in and out. Whatever restrictions there be upon this arrangement are to the detriment of the market.

at then that the scale is useless to super-nacurate scales. To means that weighing attention. by checking a weight fied, and most of the rkets would cease, if were checked by a pendable scales used. ovement in the me-cars at Peoria is re-h the last two years, s have increased con-e to bulging. Weigh-about 30,000 cars



Hotels.

is well supplied with modations at reason-tel, which is the con-rs, leads with 255 with a bath. It is a l-story building. The



1 by the Burlington Elevator Co.
nal, Chicago, Ill., September 25, 1915.

Peoria on October 11, 12 and 13, the annual convention dates of the

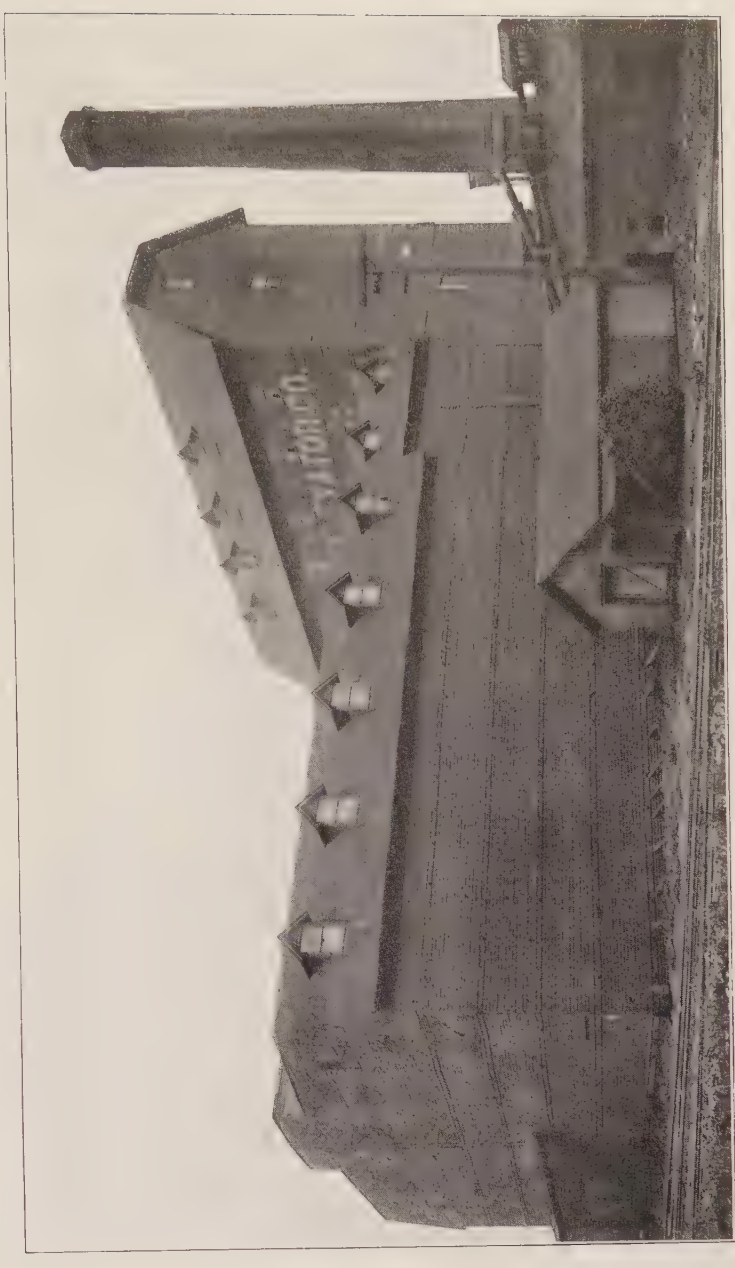
Grain Dealers National Association.

Attending this convention will be a rest and relief from the daily grind to which grain men are subjected, and with the good fellowship which we extend, will, we believe, never be regretted.

We want to meet you personally, and hope you will find time while in the city to drop in at the Exchange Floor.

The Peoria Board of Trade,
Theo. G. Jacobs, President,
John R. Lofgren, Secretary.

September 16, 1915



The Central City Elevator, operated by the Central City Elevator Co.



Geo. A. Clark
of Horace Clark & Sons Co.



G. C. McFadden
of G. C. McFadden & Co.



President Theo. G. Jacobs
of Geo. W. Cole Grain Co.



C. H. Williamson, Jr.
of G. C. McFadden & Co.



Geo. Breier
of T. A. Grier & Co.



A. G. Tyne
of Tyne, Hall & Co.



J. H. Ridge
of S. C. Bartlett & Co.



P. B. Miles
of P. B. & C. C. Miles.



W. S. Miles
of P. B. & C. C. Miles.



W. T. Cornelison
of T. A. Grier & Co.



J. W. Gift
of Globe Mills.



G. M.
of P. B. &



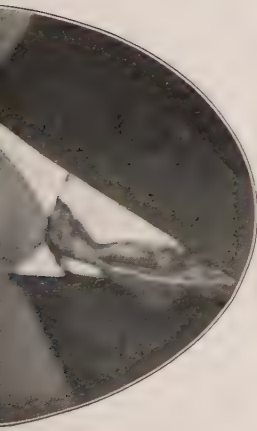
Louis L. Gruss
of Mueller Grain Co.



Home of Peoria



Board of Trade



Secretary John R. Lofgren.



T. J. Pursley
of Buckley, Pursley & Co.



T. C. Harker,
Official Market Reporter.



J. M. Murphy
of American Milling Co.



Louis Mueller
of Mueller Grain Co.



D. D. Hall
of Tyng, Hall & Co.



Chas. H. Feltman.



Thos. A. Grier
of T. A. Grier & Co.



J. C. Miles
of P. B. & C. C. Miles.



B. E. Miles
of Warren Commission Co.



Miles
of P. B. & C. C. Miles.



C. C. Miles
of P. B. & C. C. Miles.



J. D. Cauty
of Rumsey, Moore & Co.

Board of Trade

Photographs by A. R. Nicholson.

and is a thoroly modern public house. Located on its own ground, it is served directly by the C. B. & Q. Ry., and has ample tracks for the rapid loading and unloading of cars. Cars can be loaded out for delivery to any railroad taking grain from the city. The plant enjoys a large business and is prepared to handle or store any kind of grain. W. T. Cornelison is general manager; T. A. Grier, Pres.; Jas. A. Waughop, Supt.

THE IOWA Elevator, owned and operated by the Iowa Elevator Co., is also a 1,000,000 bushel structure and was built with the idea in mind of saving time in the handling and transfer of grain. It is equipped thruout with modern machinery, including cleaners, clippers and purifier. It has track connections with the Peoria & Pekin Union Ry., which enables it to handle grain coming in on any road entering Peoria, including the traction lines. A. W. Bentford is superintendent in charge of the property.

which grain can be handled. The average time taken to switch grain to and unload into an elevator is less than 24 hours after arrival and inspection. Grain loaded from the elevators starts on its way before the next morning. It is not unusual for grain to arrive in Peoria in the morning, ordered to the elevator at noon, and transferred into the outbound car and started on its way to destination by the evening of the following day.

The service of the Peoria roads in bringing grain in and taking it from Peoria to destination can hardly be bettered. Several of the roads have regular scheduled through trains making fast time to the east and south.

PEORIA MEET

October 11, 12 and 13, 1915.

Ridge, T. A. Grier, H. H. Dewey and A. Woolner, directors.

With characteristic enterprise the Peoria Board of Trade has maintained its own grain inspection department, which is conducted solely in the interest of its members and the grain trade. The personnel is chosen by the Board and the rules for grading are established by the board. The rules are based on the needs of the trade and are what may be termed commercial inspection, conforming, however, to the uniform rules adopted by all the Western markets. The inspectors are under the supervision of a comite representing all interested in the trade, including receivers, shippers, producers and consumers. The inspectors are men who have grown up in the trade and have been promoted from time to time from the position of helpers. At the head is Chief Grain Inspector Frank B. Tompkins.

The weighing department of the Board of Trade notes carefully all leaks and defects of cars arriving with grain and in-

and C. C. Miles, Call Board: Louis Mueller, C. C. Miles, A. Woolner and J. H. Ridge.

Grain Inspection at Peoria.

The uniform rules for grading and inspection of grain, adopted by the western markets, are in effect at Peoria, and all of the employes of the inspection dept are on the pay roll of the Board of Trade. F. B. Tompkins, chief inspector, has had a thoro schooling in that line of work, advancing steadily from the duties of office boy to head of the dept.

The inspection dept is under the supervision of a comite representing all interests in the trade, receivers, shippers, producers and consumers. Many of the men in the inspection dept have had 25 or more years of experience.

Mr. Tompkins has one of the most complete offices and laboratories in the country, with a battery of six 6-compartment moisture testers, and running water thru condensing tanks, assuring an accurate and uniform moisture test.

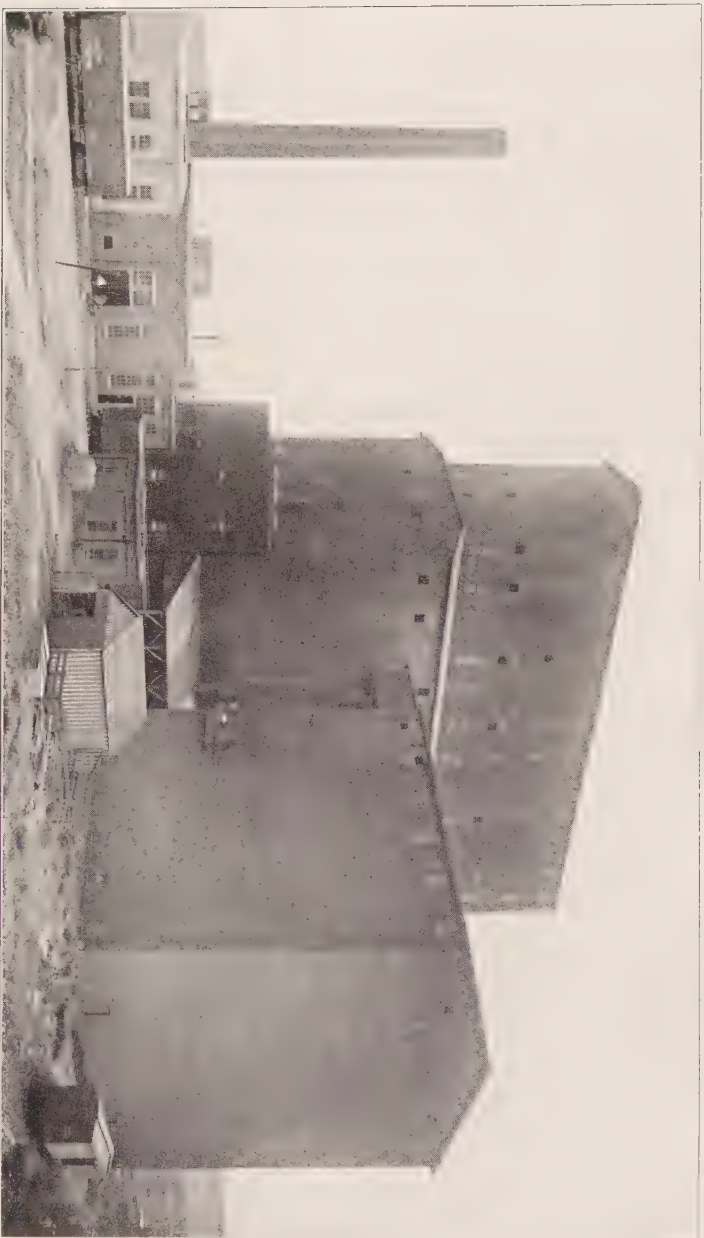
must be accurate; wise weighing over maintain accuracy facilities must have

Nothing is gained that can not be ve grief in terminal r all country weigh second party, and A noticeable im chanical condition ported compared w but grain door lea siderably, largely d ing dept handle annually.

Peoria

The city of Peoria hotels offering acco able rates.

The Jefferson H vention headquart rooms, every room modern, fireproof,



The Iowa Elevator, operated by the Iowa Elevator Co.



The Burlington Elevator, operated by the Burlington Elevator Co.

GRAIN DEALERS JOURNAL

[Incorporated]

Published on the

10th and 25th of Each Month at

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Charles S. Clark, Manager.

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A Red Wrapper on your Journal means your subscription has expired.

THE ADVERTISING

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.

CHICAGO, SEPTEMBER 25, 1915

JACK FROST got out his nippers the first of this week and went after King Corn in earnest, but the general opinion prevailing through many of the corn sections is that the crop is not materially damaged.

MANY BURGLARIES and attempts at robbery are reported in this number but fortunately for the grain dealers not much of value was lost. Cash and checks should be banked the day received, wherever possible, as with the beginning of the crop movement the green eyes of the night prowlers are turned toward the grain elevator office.

MANY SHIPPERS of corn will be surprised within the next week or two when receipts are received from the market to which shipped. Ten carloads of that grain were strewn along the C. B. & Q. right of way at Western Springs, Ill., early this week in a wreck, details of which will be found in the Leaking in Transit Dep't.

GOOD ROADS advocates will be pleased to learn that Cass County, Minnesota, is letting contracts for 100 miles of highway to connect all of the villages with the county seat. In communities where the taxpayers are slow to appropriate the necessary funds for road work the grain dealer can aid the farmer in getting good roads for their mutual benefit by calling attention to the commendable enterprise of this one Minnesota county.

EXPLOSIBILITY of dust is being demonstrated at San Francisco by the Bureau of Mines, a large cannon being used in the work. The grain and mining industries would be benefited vastly more if experiments were conducted under conditions common to elevator or mine, but any effort toward a prevention of dust explosions is highly commendable.

THE WITHERING CONTEMPT with which the average freight claim agent denies the shortage claims of grain shippers, should be enough to prompt shippers to make a vigorous fight for what is due them. If the railroad is not disposed to pay the shipper's claim for grain lost, then its only alternative is to prove that it did deliver at destination all the grain entrusted to it for transportation. Failing in this, it must recompense the shipper.

SHIPPERS who experience difficulty in obtaining cars for loading out wheat can obtain relief by making formal written demand on the carrier for cars, stating explicitly how many are wanted, when, and for what destination, and then following up that written demand with other written demands assuring the railroad officials that the road will be held responsible for any loss incurred on account of its neglect or refusal to furnish the cars wanted for shipping out grain. Many shippers are now using duplicate car order books with good results.

LOADING 80,000 lb. capacity cars with more than 66,000 lbs. of grain when a 60,000 lb. car was ordered is very likely to make trouble for the shipper, as many of the railroads will insist on charging freight on the minimum of the car loaded. While some roads are very lenient in the matter of overloading their cars, none can afford long to continue such a practice, because overloading is the direct cause of wrecks. Shippers will promote their own interests, as well as that of the railroad company, by refraining from overloading, thus placing their own property in jeopardy.

THE RAILROADS have at last commenced to recognize the great waste of power and labor now occasioned by their refusing to permit their box cars to be taken off their own lines, and are considering the practicability of pooling all cars, thereby providing a free interchange. This would facilitate the handling of through freight without transferring from car to car, and prevent the needless delay of loaded cars while waiting for empties. It is generally recognized that a much greater volume of business could be transported with the present supply of cars, if the railroads would permit their free interchange, and establish a per diem rental, which would discourage the sponging lines depending upon others for rolling stock.

DESPAIRING that they will ever be able to own and operate lake steamship lines with the knowledge and consent of the Interstate Commerce Commission, the eastern trunk lines are now seeking to merge the lake steamships of different lines into one company, to be owned and controlled by the friends of the railroads. In this way the lake transportation lines may continue to be operated in the interests of the rail lines, as heretofore, and the people will be deprived of real competition between lake and rail lines, as was contemplated by the law.

DEFAULTED contracts for July, August and September delivery of wheat and oats has forced so many losses onto both shippers and buyers that one would naturally expect that the contracting of cash grain for distant delivery would be at least suspended until the sufferers wounded by the recent broken contracts had an opportunity to bandage their wounds and recover, but quite the contrary, corn of the new crop is already being contracted for November and December delivery. If the rains keep up little of it will be in condition to stand shipment.

SHIPPERS who have not enough interest in their business to see to it that cars are swept clean and coopered carefully before loading grain into them, cannot expect terminal elevator operators to exercise extra care in taking out coal dust, lime and manure from the grain before sending it to the scale hopper. The terminal elevator man cannot afford to dump a lot of offal into his bin, so may leave considerable grain and dirt in the car. The shipper will always find it much more profitable to clean each car thoroughly and cooper it conscientiously. Then all of his grain will have some chance of arriving at destination in good condition.

KANSAS grain inspectors located at interior points differ frequently enough in the grading of the same car from the Kansas inspectors at terminal points to keep Kansas grain shippers in desperate straits, in fact it seems to be utterly impossible to form any idea of what the inspector at destination will grade the car from the action taken by a member of the same department at an interior point. It seems to be up to the Kansas Grain Inspection Dep't to take steps to secure more uniform grading within its own department, or else admit to the trade its own incapacity and inefficiency. Some shippers are obtaining relief from the confusion due to contradictory gradings by the same department by making all Bs/L "Kansas state inspection not wanted." Many cars of grain are being sold in the Kansas City market by sample, without the confusing interference of the incompetent inspectors.

SOME RAILROADS continue to handicap grain shippers at many points by refusing to grant cars for shipments to favorable markets, even though thru rates to those markets have been published. The carriers seem to enjoy bluffing the unposted shipper out of his rights. Ofttimes it results in their cars being employed in the transportation of freight for longer hauls over their own rails, but it is contrary to the spirit of the Interstate Commerce Law and to the rulings of the Interstate Commerce Commission. A well posted shipper will always get the best service, because he knows what the law entitles him to and understands how to go about getting what is due him.

SHIPPERS who sell grain their track would obviate much trouble and friction between themselves and track buyers if they would persistently insist upon all shipments which failed to meet the contract grade being held for disposition as may suit the wishes of the shipper. It is only fair that he should have some voice regarding the sale of his grain which fails to come up to the grade contracted. As shippers exercise greater care in classifying grain purchased from farmers, and in cleaning and preparing properly all grain for shipment, in fulfillment of their contracts, less friction will arise as the result of shipments failing to come up to the contract grade. When there is a super-abundance of off-grade grain in any market, the discount must necessarily be heavy and ofttimes will seem unfair. Shippers, however, can save themselves and the buyers much trouble by making sure that the grain will grade or else by insisting that all off-grades be held for their disposal.

THE WIDE VARIATION in the quality of small grain produced in the winter wheat sections this year affords all buyers an excellent opportunity to establish the practice of buying only by grade, and paying for each lot of grain according to its actual worth. The old practice of paying the same price for each kind of grain breeds lax methods with the farmer, and robs the dealer of his just reward for handling the grain through his elevator. The grain buyers of some stations long ago took a firm stand against the farmers' growing different varieties of the same kind of grain, because it makes it impossible for grain of like quality to be shipped from the station in carload lots. Each year more country elevator men are carefully cleaning their grain before shipping, and the more progressive ones are taking a firm stand against the production of mixed varieties or inferior grain. By encouraging the thoughtful, careful farmer in the production of fewer and better varieties, the grain dealer paves the way for better prices for the farmer and a better market for all the grain shipped from the station.

DAMP GRAIN is being sampled and inspected with great difficulty, because of the inability of samplers and inspectors to obtain a fair average sample of the contents of large cars. It seems that the damp grain packs so tightly it is a very difficult matter to draw an average sample of car's contents, so grade cannot be determined finally until car is unloaded. Shippers who are equipped with conditioners and driers can easily put their grain in condition that will permit of easy inspection. Another point not to be overlooked is that it is more difficult to market grain of doubtful character, and where inspection is delayed until car can be unloaded, the shipper is forced to guarantee the quality of his grain a greater length of time. Damp grain will not keep forever in a hot box car.

FIVE ACCIDENTS resulting in four deaths are reported in this number. Three Kentucky boys, playing in a partly filled bin, were suffocated when drawn into the grain by suction, and another boy playing about a manlift was seriously hurt, not knowing how to stop the device when it reached the top. A manager had his eye put out by a nail he had hit a glancing blow with a hammer and a more unfortunate manager was fatally mangled when he tried to kick a belt on to a moving pulley. Dealers must come to realize that to be real friends of the neighborhood children they must forbid them access to the plants; this would have spared the three young lives and the one injury reported, and the use of more care while about moving machinery would have saved the manager. It is impossible to know how soon or in what manner the next accident will occur, so the best protected dealer is he who adopts every safeguard obtainable.

NEARLY every grain center has grain inspection yards in the distant outskirts, where grain arriving from the country is sidetracked for inspection and sampling. In some cases the inspectors go far into the country to draw samples from the incoming cars and these samples are hermetically sealed and hastened to the inspection department in the grain center. It would seem that the railroad companies should, in their own interest, do everything in their power to facilitate and hasten the sampling and grading of grain arriving in terminal markets, especially when the contrary practice is sure to result in the delay of their rolling stock and an increase in their liabilities for loss or deterioration of grain in transit. Any market which tolerates the postponement of the inspection of grain until it has arrived at elevator for unloading, forces shipper to guarantee the quality of his grain for a longer period than he had expected or is required in most of the markets. Galveston should change its rules and its practice.

THE SMALL grain tester bucket has always encountered opposition in many sections of the trade and Ohio has enacted a law against its use. The Richmond Grain Exchange is out with a demand that all tester kettles be of uniform size. It might also be well to recommend at the same time that the tester kettles be protected at the top and bottom edges with steel bands so as to reduce the wear and that they be tested occasionally to insure their accuracy. So much importance is now placed upon the test weight of a bushel of grain that it seems important more care be exercised in determining the actual test weight. The recommendation of the Richmond Exchange is a step forward; the adoption of test kettles of uniform size would materially increase the chance of the test weights of different inspectors and samplers agreeing.

COUNTRY ELEVATOR men, who as a rule are forced to crowd a year's business into two or three months, will be pleased to know that farmers of many sections are placing steel storage tanks on their farms, for holding their grain. North Dakota and Kansas farmers seem to be taking the lead in providing storage facilities on the farm. This should terminate the demand for free storage and advancing money without interest. It will also spread the movement of the crop over the year, relieve the trade from the usual rush and congestion of handling and transportation facilities at the beginning of the movement, and prevent large stocks being accumulated at central points, where they act as a bear factor on the market. The larger the percentage of any crop which is out of sight, the more willing will the buyers be to pay high prices for it.

GRAIN SHIPPERS who have traced shortages in their shipments to or via Cleveland will be pleased to learn that the yard clerk who was permitting friends to sell one or two wagon loads of grain out of any car he could have side tracked for their convenience has not been looked upon with favor by the grand jury. For his confiscation of the shippers' grain, he has been bound over for trial. A rather peculiar coincidence brings up an inquiry from a shipper whose car was "transferred" at Cleveland, reason not specified. His shipment finally landed in Philadelphia but short of the grain he placed in the original car. And the railroad claim agent, with the usual haughty attitude reported that inasmuch as the second car arrived at destination without any evidence of seals having been tampered with the railroad had delivered all the grain entrusted to it and hence was not liable to the shipper for loss. The arrogance of the average claim agent should of itself be enough to stir every shipper to make a vigorous and persistent fight for recompense for every bushel of grain lost in transit. The average claim agent is too cock sure of his position to permit the grain dealer to believe he is right. Much of his front is all bluff as it was in the case reported in Asked-Answered column this number.

THE GOVERNMENT has suddenly discovered that beans showing signs of anthracnose are "dangerous to public welfare" and their sale is to be stopped, according to announcement made at the Michigan Bean Jobbers' meeting last week. This is not surprising, in fact after looking over the advice given farmers' elevators by the Government on how to run their business, no sudden announcement or conclusion should cause astonishment. With the total production of beans this year only 35% of normal the Government could not find a more opportune time to impress its importance upon the bean trade. The anthracnose discoloration has existed since the flood and will be always with us, wet years more so than others, and to try to prevent the stain the Government should first regulate the weather.

Business Damaged by Corn from Quarantined Section.

Country elevator men everywhere will watch with special interest the progress of the suit of the Woodford Elevator Co., Woodford, Ill., which is suing a farmer for \$5,000 damages resulting from a quarantine of the elevator by state authorities, because it contained corn from a farm quarantined on account of the discovery near it of animals afflicted with the foot and mouth disease.

The farmer recognized that he was doing wrong because he claims to have consulted the state veterinarian and obtained permission to market his grain. Then he enlisted the services of a number of his neighbors and shelled and marketed some 30 loads of the corn on the day the Governor's proclamation, forbidding the hauling of grain from quarantined farms, went into effect.

The defendant denies knowledge of the Governor's proclamation but his eagerness and haste to dispose of his corn casts suspicion upon his motives. The Woodford Elevator was quarantined and kept closed for two weeks, after which the elevator man was permitted to dispose of the corn for industrial purposes only.

The proclamation of the Illinois Governor, which went into effect Jan. 27, forbade anyone residing within five miles of a quarantined farm to haul or receive any grain, so that both the elevator man and the farmer were equally culpable in hauling to town and receiving grain from an infected section.

The disease has been so widespread and has caused such a great loss to owners of live stock it seems necessary that every grain elevator man exercise every precaution possible to prevent its spread. No elevator man can close up his house and suspend business even temporarily without suffering great loss, and when on top of such suspension he is permitted to sell the elevator's contents only to a distillery, his market is so restricted as to cause him unexpected losses.

Who Is Liable?

Many shipments of grain and flour which had been sent to Galveston upon the specific direction of buyers, by shippers of the Southwest, were damaged by the recent storm in that city. The railroads seem determined to dodge their responsibility by claiming the storm and the damage resulting to the property was due directly "to an act of God," hence they will admit no liability. The shippers routed the grain to that port in compliance with the instructions of the buyers. Had buyers instructed the same property billed to Denver, Kansas City, Memphis or New Orleans, shippers would just as promptly have complied. The grain was not sent to Galveston for the convenience or accommodation of the shipper, then why should he be held responsible for the damage?

This brings up one of the mooted points involved in transactions where grain is sold shipper's track, grade and weight to be determined at destination. When does the ownership of grain so sold pass? If the track buyers insist that the shipper shall assume all the hazards of transportation up to the time his grain reaches the scale hopper of terminal elevator at destination selected by the buyer then the shipper must demand 2 or 3c above the prevailing price of grain consigned for sale for his account. If he is to assume the hazards of transportation until unloaded, the chance of heating or leaking in transit, he should insist upon having the advantages of the market during the time the grain is in transit.

Most shippers are overlooking dangers which are likely to prove very expensive as is clear to those shippers who had grain in the recent Galveston storm, and are unable to fight for their rights. If the track buyers are not willing to assume the hazards of transportation, then they should clearly warn shippers against those hazards, that they may buy insurance to prevent their entire capital being wiped out by a wreck, storm or flood, as the case may be.

THE EAGERNESS of some farmers in every community to take advantage of the grain dealers at every opportunity serves to keep most of the dealers keen minded and alert. But occasionally their perfect confidence in humanity results in their being caught napping. A conscientious, careful grain dealer at Riverton, Neb., who had paid Mr. Farmer for 3,000 bushels of corn delivered at his elevator was called upon later to pay for 300 bushels more, the farmer presenting old tickets and claiming that the buyer had neglected to include all of the loads when settlement was made. He followed up his demand with a suit at law to collect for the full amount of the claim. If the elevator man had used duplicating tickets and insisted upon presentation of all tickets before paying for them he would not now be harassed by a groundless suit. Where farmers request return of tickets paid for the dealer should mark across face of ticket in ink the date it is paid and sign his name.

NORTH DAKOTA leads in the number of fires reported in this number, having five of the total 21, Indiana had three. Four fires are attributed to lightning, one to spontaneous combustion, one locomotive spark in the shingles, one hot box, one exposure, one explosion, one overheated exhaust pipe and one from a lighted lantern near the elevator leg being hoisted into a bin with the grain. As usual the cause of more than half the fires is unknown altho the losses will approximate \$200,000. By accurately determining the cause of a fire the dealer can do much to help the insurance companies to eliminate hazards, in educating the policy holders. It is gratifying to note that where brick or concrete construction was used in sections of the burned plants the material proved itself invaluable.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for free publication, the initials, number, place, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

N. P. 30193 passed thru Twin Valley, Minn., Sept. 23, leaking wheat over truck. Notified train crew as train did not stop for repairs.—Heiberg Elvtr. Co.

C. M. & St. P. 60728 passed thru Fairview, S. D., eastbound, leaking wheat freely at side doorpost. No chance to repair.—W. P. Manning, mgr. Farmers Grain Co.

B. & O. 8712, northbound, on C. I. & L., passed thru Reynolds, Ind., Sept. 22, leaking oats badly around drawbar.—J. F. Bramblett, agt. Crabbs-Reynolds-Taylor Co.

G. S. & F. 9299 passed thru Heaton, N. D., Sept. 20, leaking wheat at corner of door.—B. Holderman, agt. Monarch Elvtr. Co.

C., B. & Q. Nos. 93,523, 95,127, 101,878, 102,443, 104,576, 107,647, 111,536, 116,555, 117,357, 119,493, were wrecked at Western Springs, Ill., at 6:38 p. m., Sept. 20, when an empty car in a train destined to Chicago jumped the track. All the cars contained corn, which was strewn along the track for several hundred feet and gathered up into three cars by the railroad employees, showing considerable loss of the grain. One car loaded with seed, C., B. & Q. 113,690, also was wrecked.

G. N. 206187 passed thru Beardsley, Minn., Sept. 18, leaking barley at end. Called brakeman's attention to it.—O. Mortensen, agt. Cargill Elvtr. Co.

Wabash 72048 passed thru Shadeland, Ind., Sept. 13, leaking wheat in a stream at side over truck; think siding was loose. Notified agt. at Lafayette by phone.—W. F. Noble.

C. & N. W. 84286 was sidetracked at Nevada, Ia., Sept. 12, leaking white corn badly at drawbar. Was repaired Sept. 14 and went forward eastbound.—Frazier & Sen.

The Man Behind the Smile.

No matter if the sky is gray,
You get his point of view,
And the clouds begin to scatter
And the sun comes breaking thro'.

You'll know him if you meet him,
And you'll find it worth your while
To cultivate the friendship of
The Man Behind the Smile.

—Employees' Magazine.

There is the great danger, however, for the development of strong trade imbalances, price rises and needed reforms. When an open economy is not in a position to manufacture in the great trade areas it is the country in danger of being driven out of the market of the world.

their trade in members of the Chicago Board of Trade a guarantee their making out and billing is buyer who shoulders the paper at the same time he willing to deposit in a repository of recognized responsibility 10% of the contract value in case the market declines.

standing in law
must be symmetrical. It is not fair that all
the advantages should be safeguarded for
one party to the contract. Any light on
this subject will be greatly appreciated by

THE said contracts for the sale or purchase of goods were made by him as agent for the said firm.

Track buyers, receivers and others will exact from country buyers a premium for early and certain delivery, all of which will be enforceable by law. Some dealers I know of this year failed to live up to their contracts and lost out with one or more items from \$100 to \$1,500 each, meaning a big loss, whereas if they had handled the grain when it was ready to market, it would have turned a profit of 5c to 5c per bushel.

The time was once when grain dealers furnished sacks, loaned money, stored grain and otherwise inconvenienced them-

[Faint handwritten notes at the bottom of the page]

I have previously taken occasion to express some views concerning the extension of aid by the Office of Maritime and Naval Organization to foreign enterprises which it may be my duty to re-

... ..

... .. nature of any restriction or prohibition exclusively the prerogative of organizations of producers for the purpose of marketing their own products. There seems no substantial existing from that view as to its proper sphere of activity and an indication that at least a few

... .. that for various reasons it has been com-
mitted to other or others.

Where shall Prof. Livingston derive the facts and fruits of experience that constitute this "advice and assistance" if not from the regular grain dealers, who have during a long series of painful and painstaking years of experience made of the receipt and shipment of grain at country stations a business that is of itself a specialty and one that does not necessarily or naturally associate itself with the production of grain? The products of the experience of the grain trade may not be the exclusive property of the particular set of men engaged in that trade; exact ownership is difficult to determine and would be more difficult to protect. However, the transfer of the product of this experience by agency of government thus to become without cost and without price the asset of a competing portion of the trade involves a manifest injustice. The fact that such transfer may have been requested on the part of the beneficiary fails to soften the injustice. I have quoted here from a statement of Prof. Livingston issued some weeks since. I wish to withhold some things that seem pertinent, trusting that by the time of the Peoria Convention in October the policy of his bureau may be still so

There is a danger of an impression that the Government is the initiator of the present movement for agricultural co-operation. In fact, the Government has been the constant supporter of the farmers' organizations for years. The aim of current interest is to get better results and to protect them from economic fluctuations. The aim is good and the Government has worked for the same purpose. The National Farmers Union would have no objection. The danger would be to quarrel with the National Farmers Union in connection with the National Farmers Union and to consider that the Government has no right to interfere with the National Farmers Union in connection with the National Farmers Union. The Government has no right to interfere with the National Farmers Union in connection with the National Farmers Union. The Government has no right to interfere with the National Farmers Union in connection with the National Farmers Union.

Food distribution system, and the
kind of thing to which you or the rest of
us are going. The thought and training will
develop systems to run the last stage
it is usually fairly in strength to develop
top of the last of economic. I believe
this is to be as high as possible that it
is possible to get a lower cost than your
others. The system is based and is
already free when applied to grain and
grain products. The efficient distributor
carries the entire principle of work
producer and consumer. The commercial
system is present more direct, weight-
less of the function of producer and
distributor with a consequent separation
of these functions and I think if any gov-
ernment action can increase this sys-
tem, it will and remove the old order of
things. I am growing this in the position
I greatly desire an education—Young
University, E. C. University, London, U.

The average moisture content of 276 samples of new oats submitted to the Office of Grain Standardization during the period from the beginning of threshing to Aug. 1, 1910, is 11.5%. The samples were secured from Indiana, Iowa, Illinois, Ohio, Nebraska, Texas, Kansas, Michigan and New York, 50% from terminal elevators and the remainder direct from the threshers.

The farmer or dealer with damp oats should store them in small bulk, handling

at frequent intervals to avoid the musty condition or heat damage which means a low commercial grading in the terminal market. Moisture bot at oats prices is a poor investment.

Velvet Chaff Deliverable on Contract when Cleaned.

A congestion in the September delivery at Chicago has developed as a consequence of the reluctance of farmers to part with their wheat. Deliveries at the winter wheat markets by farmers who were forced to sell right after harvest made only a fair movement during July and August, and those not forced to sell are holding fast for \$1 or more.

The visible supply in the United States Sept. 18 was 10,402,000 bus., against 36,821,000 a year ago. Duluth held 3,244,000 bus. of the total visible, and Chicago but 480,000 bus. Chicago stocks were 3,831,000 on Sept. 19, 1914, and 9,740,000 bus. on Sept. 20, 1913. Wheat receipts at Chicago from July 1 to Sept. 22 have been 19,089,000 bus., against 25,807,000 bus. a year ago, and other markets have been experiencing the same light receipts.

With stocks of wheat at Chicago the lightest in years during September grain handlers who had grain elsewhere hedged by sales of the September future found it difficult to buy in their hedges during the month on an advancing market. The premium on cash wheat made it more profitable in some cases to ship in the grain and deliver it on contract, instead of buying in the future. Thus the Armour Grain Co. decided to deliver in its September contracts at Chicago two cargoes of spring wheat but at Duluth amounting to 100,000 bus. or more.

Here a difficulty arose. Much of the Northwestern grain available from the first pressing rush of marketing by growers is of the velvet chaff variety, and altho permissible by the rules the buyers of the September had expected red or hard winter or blue stem or fire spring wheat, cleaned.

At Chicago the Board of Trade has no jurisdiction over the grading. The grades are made by the state, and the Board specifies which of the grades shall be accepted on contract. After wrestling with the problem several days this week the directors of the Board of Trade on Sept. 23 adopted the following resolution which has the effect of giving the buyers good wheat on their contracts and of permitting the sellers to deliver the velvet chaff:

WHEREAS, The provisions of Section 3 of Rule XXII define the several grades of wheat which may be tendered on time contracts. Included in these grades are those of No. 1 northern spring and No. 1 velvet chaff wheat.

The rules governing the inspection of grain in the State of Illinois as publicly advertised, provide that spring wheat, which, if cleaned, would be good enough to grade No. 1 or No. 2, shall be given these grades, subject to a dockage per bushel equal to the weight of the dirt, seeds and foreign grain that would have to be removed by cleaning in order to entitle the wheat to the grade given it, the dockage to be ascertained in the customary manner by the use of sieves.

When the State Utilities Commission issued its order containing this dockage provision, effective Nov. 23, 1913, this Ass'n took no action relative to it, other than to publish it in our book of rules where it may be found on page 87.

Inasmuch as the State Department grades No. 1 northern spring wheat and No. 1 velvet chaff wheat with dockage, and as Section 3 of Rule XXII of the rules of this Ass'n denominates these grades as two of the several grades constituting "contract wheat"; therefore, be it

Resolved, That it is the sense of this Directory that wheat so graded is a valid tender on time contracts, subject, however,

to the right of the principal taking delivery to demand of the party making delivery that the dockage shall be removed, and graded without dockage, for the quality covered by the warehouse receipt or delivery notice, if delivered in cars, shall be delivered to the holder of the receipt. It shall be the duty of the delivering party, when requested, to have wheat cleaned with all possible dispatch, and said delivering party shall be liable to the holder of the receipt for all storage charge accrued in excess of three days after demand for cleaning has been made.

Low Interest Rate on Grain Paper.

The Chicago Federal Reserve Bank has considered making a special low rate on grain Bs/L and warehouse receipts. The lowest rates at present are 4% for maturities under 60 days, 4½% on 60 to 90, and 5% on over 90 days, on agricultural paper only.

By a regulation issued Sept. 3 the Federal Reserve Board at Washington gave the local federal reserve banks discretion to grant commodity paper a lower rate than trade acceptances. In this regulation "commodity paper is defined as a note, draft, or bill of exchange secured by warehouse terminal receipts or shipping documents covering approved and readily marketable non-perishable staples properly insured."

"Commodity paper, to be eligible for discount by a Federal reserve bank under Section 13, at the special rates hereby authorized, to be established for commodity paper below the usual commercial rates, must (1) comply with all the requirements of regulation B, series of 1915, paragraphs 1 and 11, or with the requirements of regulation C, series of 1915, (2) and be paper on which the rate of interest or discount, including commission charged the maker, does not exceed 6 per cent per annum; and also (3) comply with such regulations as may be issued by Federal Reserve banks covering requirements as to warehouse or terminal receipts, shipping documents, insurance, etc., adapted to the particular needs of its district as a condition of the special rate herein authorized."

"Federal reserve banks are now authorized to submit rates for the discount of commodity paper in accord with this regulation for review by the board."

It is thought that only three of the reserve banks (and those in the southern cotton states), are making the low rate authorized on commodity paper. A rate of 3 per cent has been mentioned. The Chicago bankers have not yet applied to the Chicago Federal Reserve Bank for rediscunts on grain paper, as the banks are oversupplied with funds of their own. A lower rate than 4% is not considered desirable, as some banks in the Chicago federal reserve district are paying their depositors 4% for money.

When the demand for money improves the federal reserve bank will act as a balance wheel by preventing the bankers from raising the rates on commodity paper, as was the former practice, to 6 and 7%. To hold rates on grain paper down to rock bottom at all times the federal reserve bank is prepared to put out funds that are unlimited.

CORN in the great Plains area and the relation of cultural methods to production are described in U. S. Dept. Agr. Bull. 219, 1915, by E. C. Chilcott, J. S. Cole, and W. W. Burr. It was found that no one method of seed bed preparation is essential to the production of corn in the Great Plains. The same authors in Bull. 218, cover the oats production in the Great Plains area.

W. E. Milner Elected President.

W. E. Milner was elected president of the Winnipeg Grain Exchange at the annual meeting of the organization held Sept. 8.

Mr. Milner, as manager of the Maple Leaf Milling Co., is one of the most widely known of the city's business men. He was born in Brampton, Ont., and began his career as a grain man in that town 25 years ago. He served for a time as mayor of Brampton and subsequently



W. E. Milner.

represented the town in the Ontario legislature.

Since 1897 Mr. Milner has been manager of the Maple Leaf Milling Co., with headquarters at Winnipeg. He is one of the best known members of the Grain Exchange and has been called upon many times to represent that body in important conferences. His popularity has naturally thrust other duties upon him, among which is the presidency of the Trades Building Ass'n, and connection with many other interests.

Mr. Milner's accurate judgment and unusual calmness are expected to be quite an asset to the Winnipeg Grain Exchange during the ensuing year. With the war situation liable to cause an unusually fluctuating and troublesome market at any moment, he is recognized as the right man for the important situation, a big man in a big job.

I COULD NOT do business without the Grain Dealers Journal.—R. C. Hartsock, agt., Nye Schneider Fowler Co., Modale, Ia.

NO GRAIN DEALER, who wishes to be alive to his own interests, should be without the Grain Dealers Journal. I find it helpful in many ways.—J. R. Thomas, Thomas-Brink Grain Co., Carnegie, Okla.

IT IS RIDICULOUS to talk glibly of loans of one billion dollars to foreign powers and imagine that the farmers of the United States are not able, financially, to hold back 10% of their wheat crop. We cannot change our advice in regard to wheat, which is to buy on all weak spots with a view to increasing your line if the market should show a further decline, thereby bringing down the average cost of your holdings.—E. W. Wagner & Co.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Must Shipper Pay Demurrage Due to Buyer's Delay in Handling B/L?

Grain Dealers Journal: We sold several cars of oats to a Minneapolis firm at a certain price, track here, for a certain number of days' shipment. The confirmation, when received was a little more radical than usual, including the following conditions: "Do not draw to exceed 90% of value of shipment. When shipments are not made according to contract we reserve the right, without further notice, to extend the time of shipment or cancel contract, or buy in grain for shipper's account unless other arrangements are made prior to specified time of shipment given in this contract."

We are instructed to draw on the firm at Minneapolis and ship wherever it orders.

Our first car was ordered to Omaha and the draft arrived at Minneapolis the same day the car arrived at Omaha, 2 days after date of sending. We understand they had two days to take care of the car and it required but one day to forward the draft from Minneapolis to Omaha, yet they are asking us to pay demurrage of one day on the car. We had overdrawn on this car and as soon as advised mailed them check for the amount, excepting the \$1 demurrage. Our draft for the next car now arrived and as they considered it too large it was dis-

honored. We reduced it, paying protest fee, and they inform us the car has been at Cedar Rapids nearly a week, with a lot of demurrage accrued.

The third car is also at Cedar Rapids where ordered, and has been there a week on account of the draft and B/L being taken up by a firm having a similar name, who, having formerly handled some of our stuff, thought it was theirs and did not turn it over until Sept. 15. The firm we sold to state that we must pay the demurrage on this also.

We believe this grain belongs to the consignee as soon as billed out according to their orders, even tho it is on shippers order B/L. Altho we inadvertently drew a little high on the first car we are not obliged to pay these demurrages. By their contention that we must pay all demurrages arising from their inability to get the B/L in time to the point where they have ordered the car we believe they have broken their own contract and that we are not obliged to ship them any more grain, tho there are several more cars sold. What is the law on this?—Colton Grain Co., Colton, S. D.

Ans.: The party responsible for the delay in getting documents to destination should bear the expense of demurrage accruing by reason of such delay. In this case it seems that the buyer is responsible, having knowledge that a car going direct from Colton to Omaha would travel 200 miles, while a draft and B/L going from Colton to Minneapolis and from Minneapolis to Omaha would travel 650 miles. Promptness was essential in handling the B/L. On account of negligent delay in re-forwarding the documents the buyer should pay the demurrage.

Buyer is not warranted in turning down shipper's draft because the amount appears too large. Buyer must have positive knowledge that car does not contain the value, or that some gross error has been made, before refusing to pay draft. If, however, in the contract shipper expressly agreed to draw 90 per cent or 80 per cent only, he is technically violating the contract, but a reduction of the draft should then satisfy buyer.

As to the car handled at Cedar Rapids by wrong party, this is no concern of the shipper, but should be settled between the Minneapolis buyer, the Cedar Rapids consumer and the railroad company.

Unless buyer declares contract canceled shipper should ship the additional cars required under the contract, and, failing settlement, subsequently bring suit to recover the demurrage.

Conditions that were not in the original contract can not be enforced by including them in the confirmation.

Was Contract Closed?

Grain Dealers Journal: I recently sent some samples of timothy seed to a firm and asked them to write me a bid on the seed, which they did, for immediate acceptance. I wired back immediately accepting their offer; but they wired me again stating that my acceptance was too late, and that they had bot elsewhere.

I would like to know if they could be compelled to stand by their offer.—J. H. Sheehan, Clermont, Ia.

Ans.: In addition to the price a contract should specify quantity and time of shipment. Assuming that seller and buyer had covered the various conditions in first offer of sample and first wire, seller's bare acceptance is all that was necessary to complete the sale, and buyer can be compelled to abide by the contract. If seller in accepting the bid added any condition that varied in the slightest from his original submission of sample and buyer's reply the contract was not complete without a further acceptance by buyer of the new conditions.

A Contract Which Will Hold.

Grain Dealers Journal: We have seen many contracts which had good points, but do not remember ever having seen one which contained so many good points as the one originally drawn up for J. B. Adams of Omaha by the attorney for the Omaha Grain Exchange. This contract seems to cover all the points likely to arise between the buyer and seller of grain, and provides for a fair settlement of the contract, should either party thereto fail to perform his part thereof. It protects the seller as well as the buyer, and it should be quickly accepted by every grain grower who is desirous of contracting for the future delivery of his grain. Verbal contracts for more than \$50 or \$100 have no standing in most states.

I, _____, do hereby sell and agree to deliver
to _____, the buyer, at his elevator, at _____ station, in _____
county, State of Iowa, not later than the _____ day of _____, 191____, _____ bushels
of good, dry No. _____, which the buyer agrees to receive and pay for at the rate
of _____ cents per bushel of _____ pounds.

I further certify that said amount and quality of grain is now in my possession in _____ county,
and that the same is free from encumbrance.

It is further agreed by and between the parties hereto that upon my failure to deliver to the buyer the full amount of grain
herein sold, on the day specified, then and in that event this contract shall be considered open and in full force until cancelled—

(a) By written notice of the seller that the grain or the balance due on this contract will not be delivered; or

(b) By written notice from the buyer of his intention to cancel said contract.

In the event of the refusal or failure of either party to comply with the terms of this contract, the injured party shall be paid,
by the party breaching this contract, the difference between the contract price and the current market price on the date of cancellation
in the manner provided herein.

In case the grain intended for delivery on this contract should prove to be of a lower grade than above specified, such grain,
if merchantable, is to be applied on this contract, at current market discount, and I fully understand and agree that failure on my
part to deliver the grain of the grade herein specified does in no way cancel, alter, or in any manner relieve me from the terms
of this contract.

The receipt of \$ _____ as part payment on this sale is hereby acknowledged.

Signed at _____ station, Iowa, this _____ day of _____ 191____

No. _____, Seller.

By _____, Buyer.

The contracts should be put up in book form, numbered in duplicate, so that both seller and buyer can have a copy. If any dealers see any flaws in this contract, or can suggest any changes which will improve it, we would like very much to know of it.—Yours for the best, R. & M.

How to Recover for Grain Lost in Transit?

Grain Dealers Journal: Apr. 23 I shipped wheat in Big Four car No. 47974 to Philadelphia for export. The car had been inspected by a railroad inspector before being loaded and was pronounced fit for grain. When the car arrived at Cleveland, O., I am told an arch bar was found cracked, and the grain was there reloaded into N. Y. C. & H. R. No. 28828. I had loaded 73,910 lbs., and reweighed at Cleveland by the railroad company it showed a net weight of 73,950 lbs.

On arrival of car at Philadelphia one month later at the Port Richmond Elevator it was reported to be in leaking condition and weighed 73,510 lbs., a shortage of 6 bus. 40 lbs., on which I filed claim against the railroad company at \$1.57½ per bu., or \$10.48.

The railroad company has returned my papers requesting me to withdraw my claim, alleging natural shrinkage and no loss on the part of the carriers. What course shall I pursue? Would this come under the Public Utilities Commission of Ohio?—Chas. A. Rinck, West Alexandria, O.

Ans.: Loss and damage claims are not under the jurisdiction of the Commissions of Ohio or the United States. Settlement of these can only be enforced in the courts. Shipper can get judgment in justice court, and as the amount is less than \$20 the railroad company under the Ohio law can not appeal.

The allegation by the railroad company that there was no loss on the part of the carriers is ridiculous, when the employees of the railroad companies themselves are engaged in the business of robbing shippers, and at this same city of Cleveland where, as reported in the Ohio column, this number of the Journal, a New York Central freight clerk was bound over to the grand jury on a charge of stealing 1,000 bus. of oats from freight cars. The burden of proof is not upon the shipper to prove that the grain leaked out or was stolen. To make his claim good the shipper need only prove the amount he loaded into the car, showing that his scales had been tested and the number of drafts made, accompanied by an affidavit of weighman.

H. S. Anderson Elected Pres.

At the last meeting of the Northwestern



H. F. Anderson, Stanford, Mont., President N. W. Grain Dealers Ass'n.

Grain Dealers Ass'n, held at Helena, Mont., Aug. 21, H. S. Anderson of Stanford, Mont., was elected president for the ensuing year.

Mr. Anderson is sec'y and manager of the Farmers elevator company at Stanford and is one of the most widely known grain men of the five states comprising the Northwestern Ass'n.

Bleached Oats Warning.

The U. S. Dept. of Agriculture on Sept. 14 issued the following formal announcement of its position with respect to the application of the federal Food and Drugs Act to oats which have been bleached and contain added water:

The Department of Agriculture has been asked to define its position, and was requested by the Grain Dealers National Ass'n to modify or suspend Food Inspection Decision 145, issued July 9, 1912, which reads as follows:

The Department of Agriculture has received numerous inquiries relative to the application of the Food and Drugs Act to oats, barley and other grains bleached with the fumes of sulphur. It appears that by this process grains which are damaged or of inferior quality may be made to resemble those of higher grade or quality, and their weight increased by the addition of water. Such products, therefore, are adulterated within the meaning of the Food and Drugs Act of June 30, 1906, and can not be either manufactured or sold in the District of Columbia, or in the Territories, or transported or sold in interstate commerce.

It is represented, however, that grains which are weather-stained, or soil-stained, the quality of which is in no wise injured in other respects, are sometimes bleached with sulphur fumes. Pending the report of the Referee Board of Consulting Scientific Experts as to the effect upon health of sulphur dioxide, and the results of experiments being made by this Department as to the effect of sulphur-bleached grains on animals, no objection will be made to traffic in sound and wholesome grains which have been bleached with sulphur dioxide and from which the excess water has been removed, provided that each and every package is plainly labeled to show that the contents have been treated with sulphur dioxide. Bulk shipments should be properly designated on invoices. The terms "purified," "purified with sulphur," "processed," etc., are misleading and not proper designations for these products.

It was represented that this decision has become of great importance on account of the condition of this season's crop of oats, due to the unusual weather which has prevailed in the sections of the country where oats are grown. It was also stated that the average moisture content of the present season's crop of oats was abnormally high.

Under the Federal Food and Drugs Act oats, in common with other articles of food, are adulterated if they are "mixed, colored, powdered, coated or stained in a manner whereby damage or inferiority is concealed." Investigations of the Department of Agriculture show that the bleaching of oats which are moldy, partly fermented, or otherwise damaged, serves to conceal damage or inferiority. These conclusions of the Department have been confirmed by statements made by representatives of the Grain Dealers' National Ass'n at a recent hearing accorded them by the Bureau at their request. Damaged oats and oats of inferior quality which have been bleached or otherwise treated so as to make them resemble those of higher grade or quality, in the opinion of the Department, are adulterated within the meaning of the federal Food and Drugs Act.

It is uncontroverted that moisture is added to oats in the process of bleaching with sulphur dioxide. Oats which contain

added moisture, in the opinion of the Department, are also adulterated. The shipment in interstate commerce of oats which are adulterated on account either of treatment whereby damage or inferiority is concealed or by the presence of added water is prohibited by the Act.

Neither the representation that a large proportion of this season's crop of oats is of inferior quality nor the representation that the average moisture content of the season's crop of oats is unusually high affords any sound basis for relaxing the vigilance of the Department's inspectors. The Department, therefore, gives warning that the transportation and sale in interstate commerce of damaged oats and oats of inferior quality which have been bleached or otherwise treated so as to conceal damage or inferiority and oats which have had their weight increased by the addition of water will be regarded as in violation of the federal Food and Drugs Act, and proceedings under the Act will be instituted in all cases where sufficient evidence is obtained to justify such action.

Handling Rates at Seattle.

The new 500,000-bushel concrete elevator at the Port of Seattle is now an active factor in the city's commerce. It is located at the East Waterway turning basin, and from present indications the \$281,862 structure will be heavily patronized. The harvesting is still under way thruout the northwest the elevator has handled much grain from eastern Washington, shipped over the Northern Pacific. F. N. Claflin has been appointed superintendent.

The rates for handling and storing established some time ago by the Port Commission indicate that the west is awakening to the evil of free storage. These rates, on the basis of 2,000 pounds, are as follows:

Bulk grain elevation, 30 days' storage, outward wharfage and delivery in bulk into cars or to vessels over grain conveying system: Wheat, 40c; oats, 60c; barley, 50c; rye, 50c. For storage in elevator after first 30 days, for each additional 30 days or less: Wheat, 10c; oats, 20c; barley, 15c; rye, 15c.

Bulking sacked grain: Wheat, 10c; oats, 15c; barley, 12½c; rye, 12½c. For mixing and reweighing: Wheat, 25c; oats, 25c; barley, 25c; rye, 25c. For cleaning and reweighing: Wheat, 40c; oats, 50c; barley, 40c; rye, 40c.

For sacking bulk grain, sacks furnished by owner, loading car or transfer shed, and piling: Wheat, 30c; oats, 40c; barley, 35c; rye, 35c. The rates for drying grain follow: For drying, except salvage grain: Wheat, 75c; oats, \$1.; barley, 80c; rye, 80c. Drying salvage grain: Wheat, \$1.20; oats, \$1.75; barley, \$1.50; rye, \$1.50. The rates established by the commission for sacked products from cars, which also will be handled by the new elevator, follow: For unloading cars, piling, outward wharfage and 60 days' storage: Fifty cents per 2,000 pounds of wheat, oats, barley, rye, corn, flour and millfeed.

A charge of 10c is made for loading cars of any of the above named products, or 12½c for trucking to ship's tackle. If storage in traffic shed is desired longer than 60 days the charge is 12½c for wheat, oats, barley, corn and rye or 25c for millfeed. Five cents is charged for weighing and loading out and 30c for re-sacking and piling.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

COLORADO.

Sterling, Colo., Sept. 10.—Crops fine, except where hit by hail.—S. G. Fosdick.

IDAHO.

Payette, Ida., Sept. 10.—Threshing well under way.—F. O. Yeats, mgr. Payette Mills.

Winchester, Ida., Sept. 9.—Oats and wheat not producing as well as early estimated; hail destroyed several sections on Nez Perce prairie.—Moser Bros. Warehouse.

Payette, Ida., Sept. 10.—Irrigated wheat yields from 40 to 60 bus.; dry land wheat is yielding from 5 bus. up.; good quality; in fact it is to this bench-land wheat that we look for our good flour-making qualities; growers find that they can raise wheat in paying quantities on the upper lands, and their acreage is increasing each year; oats running as high as 80 bus.; barley good; will have fine crop of corn.—F. O. Yeats, mgr., Payette Mills.

ILLINOIS.

Champaign, Ill., Sept. 10.—Biggest wheat and oats crop on record; corn showing effects of warm days last week; may yet save it.—Wm. Murray.

Stronghurst, Ill., Sept. 11.—Heavy rains damaging shock grain; corn looking fine; needs 3 weeks favorable weather to mature.—Wm. Daugherty, agt. W. H. Perrine & Co.

INDIANA.

Kentland, Ind., Sept. 20.—Our corn crop will be larger than usual if we get 2 weeks more of warm weather.—Warren T. McCray.

Terre Haute, Ind., Sept. 23.—Wheat and oats in bad condition account wet season; acreage of fall wheat will be light compared with last year account late threshing and wet weather; corn in fine shape; if frost holds off will have good crop.—Hoermanns Seed Store.

IOWA.

Sheldon, Ia., Sept. 22.—Oats good; corn late; frost of Sept. 20 has damaged considerably; think about 20%.—C. L. Johns, representing Rogers Grain Co.

Sioux City, Ia., Sept. 17.—With 2 weeks of good drying weather, all corn in this territory will be out of frost danger and crop will be above the average.—M. King.

Des Moines, Ia., Sept. 21.—Had frost this morning; frequent showers this week making unfavorable conditions for rapid ripening of corn; crop very backward; not more than 20% is dented and not more than 5% safe from injury by killing frost.—Iowa Section, Weather Bureau, U. S. Dept. of Agri.

KANSAS.

Kiowa, Kan., Aug. 31.—If rains continue 75% of wheat will be ruined.—Kiowa Mfg. Co.

Herrington, Kan., Sept. 24.—Half of corn out of frost danger; balance will be safe in 10 days; Kafir corn is fine but late.—S. F. Hacker.

Stafford, Kan., Sept. 15.—Crops over much of Kansas from 50 to 66% of last year and of poor quality. Have seen some wheat which it would be impossible to tell value of. Farmers are all holding their best wheat for \$1.50 or \$2 per bu.—V. E. Butler.

MICHIGAN.

Detroit, Mich., Sept. 21.—Thousands of acres seeded to beans will never be entered by a bean puller this year. Wheat and oats sprouted and grew in the shock. It is not uncommon to see a grain stack green with new growth from sprouted

grains. Some bean pods have sprouted and a new plant is growing from the pod yet on a vine. Weather conditions have been such that the beans that can be saved cannot help but be soft and unsafe for storage. The new crop will waste more in picking than ever before because so many will be discarded as culls.—H. C. Carson & Co.

MINNESOTA.

Gordonsville, Minn., Sept. 3.—All corn frost damaged; oats averaged 45 bus.; quality fair.—L. Bolton, agt. Thompto & Heiny.

Luverne, Minn., Sept. 16.—Oats made 45 bus.; badly stained; if frost does not appear until Oct. 15 will have a fair corn crop.—Dunn Bros.

Minneapolis, Minn., Sept. 8.—Threshing returns gratifying; large yields reported in all districts and in some localities, where some anxiety was felt because of the prevalence of black rust earlier in the season, the yields are turning out to be larger than were expected and fully up to normal.—Van Dusen Harrington Co.

MONTANA.

Manhattan, Mont., Sept. 14.—About 25% more winter wheat in 1915 than in 1914; all now in shock; still in good shape.—W. H. Clark.

Garneil, Mont., Sept. 16.—Crops somewhat damaged by storms past week; considerable late spring grain still to be harvested.—H. E. Clarke.

Rudyard, Mont., Sept. 16.—Wheat will average about 18 bus.; most is first-class quality; anticipate yield of 400,000 bus.—H. R. Hill, agt. St. Anthony & Dakota Elvtr. Co.

Wibaux, Mont., Sept. 19.—Winter wheat poor this year; averaging about 12 bus.; acreage will be cut about 50%; crops will run about 15 bus.; have some black rust which cut yield.—H. B. Hansen, mgr. Wibaux Elvtr. Co.

NEBRASKA.

Omaha, Neb., Sept. 20.—Wheat so poor that is not fit for milling.—G. J. S.

Superior, Neb., Sept. 23.—Corn in this vicinity needs 10 days good weather; will have one of largest crops with few weeks of warm weather.—S.

Cordova, Neb., Sept. 25.—Corn just starting to dent; need 2 weeks more dry weather with no frost to mature it in central part of state.—St. E. Jordan, agt. Updike Grain Co.

Powell, Neb., Sept. 20.—Wheat all grading No. 4, sample or no grade; most corn still in danger of frost; will be large wheat acreage sown; will be late seeding.—C. W. Samms.

Omaha, Neb., Sept. 21.—Much corn along the main line of U. P. R. leading into this city is shocked and most of corn standing is out of the way of frost; large heavy ears hanging on every stalk.—L. A. Root.

Beatrice, Neb., Sept. 18.—Wheat yielding from 20 to 40 bus.; will grade No. 3 and 4; look for stacked wheat to make better quality than that threshed from shock; fall acreage will be about average; corn yield will be unusually large; much is from 2 to 4 weeks later than other seasons.—German Nurseries & Seed House.

NORTH DAKOTA.

Nome, N. D., Sept. 22.—Grain undamaged by elements; making good yields with good weights.—E. M. Lee.

Shields, N. D., Sept. 17.—Durum yielding as high as 40 bus.; some grain badly damaged by black rust.—Christ Neuman, agt. Empire Elvtr. Co.

Devils Lake, N. D., Sept. 15.—Crops generally good; wheat grading mostly No. 1 and No. 1 hard; yielding from 15 to 25 bus.—T. J. Gagan, agt. National Elvtr. Co.

Harmon, N. D., Sept. 13.—Some corn hit by frost; spring wheat yielding 15 to 28 bus.; oats 75 bus.; no winter wheat grown here.—W. R. Smith, agt. Farmers Elvtr. Co.

Baldwin, N. D., Sept. 22.—Wheat yielding 20 to 45 bus.; oats 50 to 80 bus.; barley 30 to 60 bus.; had some frosted wheat; some slight black rust; marquis wheat taking lead; much more will be grown next year.—Percy Freeman.

OHIO.

Huron, O., Sept. 13.—Wheat good; corn will be at least 10% short.—H. J. Merthe.

Sidney, O., Sept. 14.—Having fine weather for corn; about 10 days will put bulk out of danger of frost; wheat acreage will be small.—E. T. Custerborder & Co.

OKLAHOMA.

Fort Cobb, Okla., Aug. 20.—Corn crop good.—Roy Frymire, agt. Chickasha Mfg. Co.

SOUTH DAKOTA.

Huron, S. D., Sept. 17.—Corn will be cut of frost danger in 2 weeks.—F.

Frederick, S. D., Aug. 21.—Crops very good.—J. J. Callaghan, mgr. Frederick Equity Exchange.

Mitchell, S. D.—Oats making from 30 to 70 bus., best crop in many years; wheat all free of smut.—M. King.

Leola, S. D., Sept. 13.—Crops better than ever before; more grain grown this year than in 3 previous years together.—J. W. Wallrich, mgr. Leola Equity Exchange.

Selby, S. D., Sept. 11.—Threshing returns better than ever in this territory; rye will average 30 bus.; oats 75 to 80 bus.; barley 45 to 55 bus.; wheat 18 to 20 bus.—Robt. Abel, agt. Victoria Elvtr. Co.

TEXAS.

Lubbock, Tex., Sept. 11.—Crops good but a little late.—Lubbock Grain & Coal Co.

Winter Wheat Yields.

Washington, D. C., Sept. 15.—Dep't of Agriculture in its monthly crop report of Sept. 15 issues a supplemental report on all of the important winter wheat states, where threshing was but slightly advanced at the time of the Aug. 1 report.

The figures shown by the Dep't in its last report indicate a total decrease for the 11 states of only slightly over 2,000,000 bus., the changes varying in different states from a loss of about 5,000,000 bus. in Kansas to a gain of 2,000,000 in Ohio, four states showing decreases, six increases, and one no change. It is not considered that a modification of the Aug. 1 estimate of 659,000,000 bus. of winter wheat for the United States would be justified at this time.

Daily Closing Prices.

The closing prices for wheat and corn for December delivery at the following markets for the past two weeks have been as follows:

DECEMBER WHEAT.													
	Sept. 10.	Sept. 11.	Sept. 12.	Sept. 13.	Sept. 14.	Sept. 15.	Sept. 16.	Sept. 17.	Sept. 18.	Sept. 19.	Sept. 20.	Sept. 21.	Sept. 22.
Chicago	94	95	95½	95½	94	94	96½	95½	93½	93½	93	95½	94
Minneapolis ...	91½	93½	94½	94½	91½	91½	93½	92½	90½	90½	90½	91½	93
*Duluth	94½	95½	97½	97½	96½	96½	98½	98½	95	95½	96	100½	98
St. Louis	95½	96½	96½	97	95½	95½	97½	97½	95½	95½	95	97	96½
Kansas City	90½	91½	91½	92	91	92½	92½	90½	90½	90½	90½	92½	91½
Milwaukee	94	95	95½	95½	94	94	96½	95½	93½	93½	92½	95½	94
Toledo	106½	106½	107	107½	106½	108½	109½	105½	106½	106½	106	107½	106½
*Baltimore	109½	110	110	113½	113	114	114½	111½	111	111½	113½	112½	113½
DECEMBER CORN.													
	Sept. 10.	Sept. 11.	Sept. 12.	Sept. 13.	Sept. 14.	Sept. 15.	Sept. 16.	Sept. 17.	Sept. 18.	Sept. 19.	Sept. 20.	Sept. 21.	Sept. 22.
Winnipeg	87½	88½	89½	89½	87½	89½	87½	86½	86½	86½	88½	87½	89
Chicago	57½	57½	56½	56½	56½	57	56½	56½	56½	56½	56½	55½	55½
Kansas City	53½	52½	51½	51½	52½	52½	52½	51½	52½	51½	52	51½	52
St. Louis	55½	54½	53½	53½	54	54½	53½	53½	53½	53½	53½	52½	53½

*September delivery.

Grain Movement

Reports on the movement of grain from farm to country elevator and shipments from interior points are always welcome.

CANADA.

Winnipeg, Man., Sept. 20.—Canadian farmers were urged to store as much of their grain as possible in a set of resolutions adopted at the recent Winnipeg meeting of officers of farm organizations.

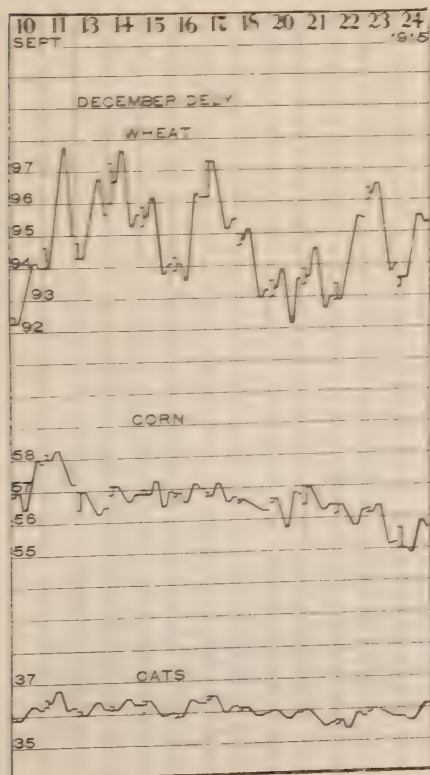
Winnipeg, Man., Sept. 1.—The total amount of the 1914 wheat crop inspected during the 12 months prior to Sept. 1 amounted to 97,250 cars or 199,496,250 bus.; compared with 137,403 cars or 156,111,350 bus. in 1913-14. On Sept. 1 farmers held 220,000 bus., 575,000 bus. was in store at country points; 200,000 bus. was in transit. 80,000 had been marketed at Winnipeg and 32,000,000 bus. was used for seed, feed and country mills, making the total crop 140,000,000 bus. On Sept. 1, 1914, farmers held 2,100,000 bus., 150,000 bus. was in store at country points; 232,000 bus. was in transit; 107,000 bus. had been marketed at Winnipeg and 30,000,000 bus. was used for seed, feed and country mills, making the total crop 151,900,350 bus. Inspected receipts 35,839,700 bus. oats and 4,953,000 bus. barley; compared with 57,197,000 bus. oats and 15,761,000 bus. barley a year ago.—Frank O. Fowler, sec'y Northwest G. D. A.

COLORADO.

Akron, Colo., Sept. 17.—Wheat movement slow.—Edward T. Long, Farmers Mfg. Co-operative Ass'n.

Chicago Futures

Opening, high, low and closing quotations on wheat, corn and oats for December delivery at Chicago, for the last two weeks are given on the chart herewith.



IDAHO.

Idaho, Aug. 31.—Grain is coming in from the warehouses in good shape; threshing about half over.—G. S. Downer, Farmers Union Warehouse Co., Ltd.

ILLINOIS.

Ill., Sept. 10.—Wheat threshing about half over; oats will continue another week.—Wm. Murray.

INDIANA.

New Market, Ind., Sept. 3.—Farmers are holding everything; expect \$1 for wheat.—Newton Busenbark.

Terre Haute, Ind., Sept. 23.—About 65% wheat and oats in farmers hands.—Hoermanns Seed Store.

IOWA.

Des Moines, Ia., Sept. 6.—Shock threshing nearly completed.—Weather Bureau, U. S. Dept. of Agriculture.

Sheldon, Ia., Sept. 22.—No grain movement; farmers will not sell at present prices.—C. L. Johns, representing Rogers Grain Co.

MICHIGAN.

Lansing, Mich., Sept. 7.—Total number of bus. of wheat marketed in August at 56 elevators, 51 mills and to grain dealers is 120,004 bus. The estimated number of bus. of wheat marketed in August is 500,000 bus.; compared with 1,500,000 bus. for last year.—Coleman C. Vaughan, sec'y of State.

MINNESOTA.

Gordonville, Minn., Sept. 3.—Do not expect to ship a bu. of corn.—L. Bolton, agt. Thompto & Heiny.

Ashby, Minn., Aug. 31.—Threshing started Aug. 25 on wheat, rye, oats and barley.—Hans Robertson, mgr. Ashby Farmers Elevator Co.

MONTANA.

Manhattan, Mont., Sept. 14.—About 5% wheat still to be threshed; all of 1915 crop in farmers hands; only few oats cut so far.—W. H. Clark.

NEBRASKA.

Powell, Neb., Sept. 20.—No threshing done so far.—C. W. Samms.

Beatrice, Neb., Sept. 15.—Wheat practically all harvested; stack harvesting just commenced.—German Nurseries & Seed House.

NEW YORK.

Buffalo, N. Y., Aug. 31.—First new spring wheat arrived by rail from South Dakota today; graded No. 1 hard; sold for \$1.30.

NORTH DAKOTA.

Devils Lake, N. D., Sept. 15.—Threshing about 1/2 completed.—T. J. Gagan, agt. National Elevator Co.

Baldwin, N. D., Sept. 22.—Threshing is 26 days late.—Percy Freeman.

Nome, N. D., Sept. 22.—Farmers marketing about 40% wheat and barley; holding for higher prices.—E. M. Lee.

Forbes, N. D., Sept. 24.—About 6,000 bus. of grain will be shipped from here daily for at least a few months.—E. C. Ganser, mgr. Farmers Elevator Co.

Shields, N. D., Sept. 17.—Not much threshing done account heavy rains; harvesting almost completed.—Christ Newman, agt. Empire Elevator Co.

Fillmore, N. D., Sept. 24.—Expect to handle about 300,000 bus. of wheat and from 25,000 to 30,000 bus. each of barley, rye and oats; hardly any flaxseed.—P. Almos, agt. Minnesota Elevator Co.

Churches Ferry, N. D., Sept. 22.—Handled 70,000 bus. wheat, 20,000 bus. barley and 6,000 bus. flaxseed last year and expect to handle twice as much this year.—I. E. Allen, agt. Farmers Elevator Co.

OHIO.

Sidney, O., Sept. 14.—Farmers holding oats.—J. C. Custerbolder, E. T. Custerbolder & Co.

Cincinnati, O., Sept. 1.—Receipts of grain at this market for August were 1,035,947 bus. wheat, 695,159 bus. corn, 577,722 bus. oats, 76,046 bus. rye and 2,300 bus. barley; compared with 465,888 bus. wheat, 629,180 bus. corn, 1,011,322 bus. oats, 62,619 bus. rye and 1,909 bus. barley for 1914. Ship-

ments included 1,259,700 bus. wheat, 355,472 bus. corn, 323,319 bus. oats, 42,762 bus. rye and 1,717 bus. barley; compared with 329,025 bus. wheat, 395,225 bus. corn, 675,569 bus. oats, 33,684 bus. rye and 3,515 bus. barley for 1914.—Wm. C. Culkins, supt. Chamber of Commerce.

OKLAHOMA.

Blackwell, Okla., Aug. 31.—Receipts of wheat slow at all our elevators.—Welge Grain Co.

Comanche, Okla., Sept. 4.—About 30% of wheat and 50% of oats still in farmers hands.—Ed. B. Wolf.

SOUTH DAKOTA.

Elrod, S. D., Sept. 23.—Farmers holding about 1/2 wheat.—Anderson & Cochrane.

Selby, S. D., Sept. 11.—Threshing just beginning.—Robt. Abel, agt. Victoria Elevator Co.

Leola, S. D., Sept. 13.—Grain movement begun; most farmers holding back all possible for high prices.—J. W. Wallrich, mgr. Leola Equity Exchange.

UTAH.

Utah, Sept. 17.—Utah farmers are storing an unusual amount of wheat this year. Many are using small steel granaries, holding about 1,000 bus. Others are continuing the practice of storing the wheat sacked. Prices for wheat in Utah at this time are ranging from 75 to 85c sacked per bu.; the higher prices being for Turkey red wheat.—Henry H. Blood, Kaysville, Utah.

WASHINGTON.

Walla Walla, Wash., Aug. 31.—Warehouses here full of wheat and many unable to get storage. Few are selling as all look for a price of \$1 per bu.—Dement Bros. Co.

Exports of Grain Weekly.

	Wheat.		Oats.	
	1915.	1914.	1915.	1914.
July 4, '14 to July 3, '15	314,473,000	192,348,000	101,585,000	17,702,000
July 10	1,890,000	5,758,000	2,410,000	672,000
July 17	2,049,000	5,087,000	2,829,000	474,000
July 24	1,548,000	7,711,000	2,689,000	277,000
July 31	3,879,000	8,196,000	1,846,000	345,000
Aug. 7	1,871,000	4,347,000	1,382,000	384,000
Aug. 14	3,841,000	3,425,000	697,000	280,000
Aug. 21	3,100,000	9,286,000	397,000	612,000
Aug. 28	4,302,000	8,643,000	290,000	323,000
Sept. 4	5,317,000	9,019,000	1,700,000	767,000
Sept. 11	4,788,000	7,440,000	165,000	149,000
Sept. 18	5,464,000	5,220,000	1,880,000	2,660,000
Total	38,079,000	74,142,000	16,276,000	6,943,000

Grain Exports.

NORWEGIAN STEAMER Strinda has cleared at Portland, Ore., with 361,058 bushels of wheat for the United Kingdom, said to be the largest grain cargo ever loaded on the Columbia River.

A SHORTAGE of grain for export at Baltimore is said to have delayed eight vessels recently for approximately a week. The Danish steamer Gurre and the Greek Taigetos were idle for 10 days.

BRITISH STEAMSHIP Caldergrove has cleared at Seattle, Wash., with 220,000 bushels of wheat for the United Kingdom, and the French vessel Ernest Reyer is taking a cargo of the same grain to the United Kingdom, also from Seattle.

BRITISH STEAMER Den of Kelly cleared at New Orleans September 15 for Sydney, Australia, with 240,648 bus. of wheat. This is the first shipment of grain from New Orleans thru the Canal, and the first shipment to that port since the war. Exports for that day were close to \$1,000,000, mostly corn, wheat and rice.—B.

THE EVOLUTION of hard wheats in the United States is shown by M. A. Carleton in U. S. Dept. Agr. Year Book, 1914. The author carries the subject from the introduction of the hard wheats from Russia thru the stages of increased production on the Great Plains to the present milling and commercial developments.



19th Annual Meeting

GRAIN DEALERS NATIONAL ASSOCIATION

Program for National Meeting.

That Peoria is well qualified as a convention city both from the point of central location and entertainment, is shown by the facts brot out in the supplement to this number of the Grain Dealers Journal.

The 19th annual meeting of the Grain Dealers National Ass'n, which will be held in Peoria Oct. 11-12-13th, promises to be one of the best meetings the Ass'n has ever held. The program prepared for the meeting, Sec'y Quinn informs us, is as follows:

MONDAY, OCTOBER 11.—9:30 O'CLOCK.

Call to order by the President.
Invocation — Rev. Arthur W. Little, Peoria, Ill.

Address of Welcome on Behalf of the Peoria Board of Trade—P. B. Miles, Peoria.

Address of Welcome on Behalf of the City of Peoria—Mayor E. N. Woodruff.

Response on Behalf of the Grain Trade—D. F. Piazzek, President of the Kansas City Board of Trade, Kansas City, Mo.

President's Annual Address—Lee G. Metcalf, Illinois, Ill.

Secretary-Treasurer's Report — Charles Quinn, Toledo, O.

MONDAY, AFTERNOON SESSION.

Executive Committee — J. W. McCord, Chairman, Columbus, O.

Legislative—A. E. Reynolds, Chairman, Crawfordsville, Ind.

"The Government Grades for Wheat and Oats"—Dr. J. W. T. Duvel, in charge of Grain Standardization, United States Department of Agriculture, Washington, D. C.

(This address will be followed by a general discussion of the proposed new standards.)

TUESDAY, MORNING SESSION.

"The Grain Grades Act"—Hon. Ralph W. Moss, Congressman from Indiana.

Arbitration — E. M. Combs, Chairman, Chicago, Ill.

Telephone and Telegraph Service—Fred Mayer, Chairman, Toledo, O.

Membership — W. L. Lyle, Chairman, Huntsville, Ala.

TUESDAY, AFTERNOON SESSION.

"The Limit of Business Regulation by the Government"—Hon. Lawrence Y. Sherman, United States Senator from Illinois.

Trade Rules—J. W. Radford, Chairman, Chicago, Ill.

Transportation — Henry L. Goemann, Chairman, Chansfield, O.

"Corn"—Prof. C. I. Christie, Department of Agricultural Extension, Purdue University, Lafayette, Ind.

WEDNESDAY, MORNING SESSION.

"Problems in Grain Marketing" — Prof. George Livingston, Assistant Marketing Specialist, Office of Markets and Rural Organization, United States Department of Agriculture, Washington, D. C.

Crop Reports — Kenton D. Keilholtz, Chairman, Toledo, O.

Uniform Grades—Bert A. Boyd, Chairman, Indianapolis, Ind.

Hay and Grain Joint Committee—W. A. Cutler, Chairman, Adrian, Mich.

Illustrated Lecture, "The Argentine Republic, Its Grain Grades, Its Exports and Its Agricultural Possibilities"—Laurel Duvel, United States Department of Agriculture, Washington, D. C.

WEDNESDAY, AFTERNOON SESSION.

Natural Shrinkage—H. C. Jones, Chairman, Baltimore, Md.

Demurrage—W. M. Richardson, Chairman, Philadelphia, Pa.

Unfinished Business.

Election and Installation of Officers.

New Business.

Adjournment.

ENTERTAINMENT.

Ladies' luncheon and automobile ride on Tuesday, October 12, at the Peoria Country Club.

Men's Smoker and informal entertainment at the Shrine Temple at 8 p. m. on Tuesday, October 12.

Men's automobile ride on the afternoon of Wednesday, October 13.

At Peoria Thirteen Years Ago.

The coming convention is the second visit of the Grain Dealers National Ass'n to the city of Peoria. On Oct. 1, 2 and 3, 1902, a big meeting of the National Ass'n was held at Peoria when B. A. Lockwood of Des Moines was president, and the late H. S. Grimes of Portsmouth, vice-president.

One of the leading speakers was Warren T. McCray, who is now a candidate for the Republican nomination for governor of Indiana. W. N. Eckhardt, who will attend this meeting as a delegate from the Chicago Board of Trade, made a vigorous report on trade rules.

At this meeting the Grain Dealers National Fire Insurance Co., since grown to a large and strong company, had its birth.

The hotels were so jammed that two slept in a bed; but Peoria has grown since that time.

Delegations From the Grain Exchanges.

All the grain exchanges in the leading terminal markets will send representative delegations of their members to attend the Peoria convention. The delegates already named are:

Chicago Board of Trade: H. N. Sager, E. M. Combs, W. N. Eckhardt, E. L. Merritt and J. P. Griffin.

Minneapolis Chamber of Commerce: W. O. Timmerman and John G. McHugh.

Kansas City Board of Trade: D. F. Piazzek, W. B. Lathrop, F. B. Godfrey and E. D. Bigelow.

Milwaukee Chamber of Commerce: P. C. Kamm and A. R. Taylor.

Cincinnati Grain & Hay Exchange: J. E. Collins, Jr., H. M. Brouse, C. R. Brown and F. E. Flemming.

Louisville Board of Trade: Alfred Brandeis, T. G. Williams, John S. Green, R. L. Callahan and S. Y. Bingham.

Memphis Merchants Exchange: L. P. Cook, A. C. Roberts and S. E. Rison.

Wants Next Annual Convention

Grain Dealers Journal: I would be under many obligations if you will make incidental mention in the next issue of the Journal of the fact that the Sioux City Board of Trade and the Sioux City Commercial Club have united in an invitation to the Grain Dealers' National Ass'n to hold its 1916 meeting in this city.

As you know, the Sioux City market is growing rapidly, the city is in the center of the "grain belt," our hotel accommodations are more than adequate, the reputation of the city for hospitality is second to none.

Sincerely yours,

W. E. HOLMES.

Secretary Sioux City Commercial Club,
Sioux City, Ia., Sept. 17, 1915.

President Metcalf Invites Grain Trade to Annual Convention.

Editor Grain Dealers Journal: Will you please extend my sincere greetings to both the direct and affiliated membership of the Grain Dealers National Association, other grain organizations, and to all the citizens of the United States, a cordial invitation to be present at our National Convention, which will be held in Peoria, Ill., Oct. 11, 12 and 13th next.

An unusually strong and interesting program has been arranged, and speakers of National reputation have consented to appear on the platform and discuss matters that not only pertain to the grain handling business, but questions of great National importance as well.

The activities and accomplishments of the Association, which have been many, varied and important the past year will receive the attention of the membership and an effort made to outline policies for the coming year that will be commensurate with such a great commercial organization.

Beautiful Peoria, with a citizenship noted for its traditional hospitality and kindness, opens her arms to receive us, and will provide entertainment of a character and variety that will again prove her renowned generous spirit and good judgment.

I trust that none who can possibly be present will deny themselves the privilege of this meeting, where they will have the dual opportunity of being both instructed and entertained.

Very truly yours, Lee G. Metcalf,
President Grain Dealers National Ass'n,
Illinois, Ill.

PEORIA
MEET ME AT
PEORIA

October 11, 12 and 13, 1915.

Sioux City's Board of Trade.

The location of Sioux City, in the heart of the grain producing section of Iowa, has given the market the nom de plume of distributing point for the Granary of America. To further this distributing point idea the market has adopted the slogan "Direct from Producer to Consumer." Members of the trade believe that the consumer prefers "country run" grain to terminal "elevator run" grain, and for that reason very little grain is stored or transferred in Sioux City.

The Board of Trade provides inspection and weighing facilities, both of which are under the supervision of H. H. Gear, who has a successful career of 20 years' experience with Boards of Trade in different parts of the country. When a car of grain arrives at Sioux City a deputy inspector notes the numbers of the seals on each door. When thru sampling a Board of Trade seal is placed on the door which was opened. The car is further thoroly inspected for leaks, bad order, etc., at the time of sampling, and again at the time of unloading.

Any information regarding condition of car and seal numbers is sent with returns to the shipper. Thus if the latter is not entirely satisfied he is fortified with evidence for filing a claim. Scales are regularly inspected every month to prevent inaccuracies and each deputy weighman is bonded to the Sioux City Board of Trade, protecting the shipper should anything irregular be found in the work of the weighman.

The business of the Board's members extends from coast to coast and from Canada to the Gulf. Brokers in the Sioux City market make purchases for firms in St. Louis, Kansas City, Denver,

Chicago, Milwaukee, Memphis, etc. Five private wire houses maintain offices at Sioux City and the trading floor is provided with direct wire service from Chicago, Minneapolis, St. Louis, Omaha, Milwaukee and Kansas City.

Officers of the Board of Trade are M. King, pres.; J. J. Mullaney, vice-pres.; E. A. Fields, treas., and J. C. Mullaney, sec'y.

Margins on To-Arrive Grain at Chicago.

The directors of the Chicago Board of Trade on Sept. 24 posted for ballot additions to the rules that will extend the protection of the Board to contracts for grain to arrive, giving the buyers the option to demand margins, providing for the settlement of defaulted contracts for grain to arrive and granting non-members the privilege of arbitrating disputed claims growing out of to-arrive contracts in the regular way before the Arbitration Com'tee at the fee provided for members.

Rule XX is to be amended by adding the following:

On to arrive grain contracts of thirty days or more, buyers shall have the right to require of non-resident sellers as security to be deposited with the buyer, a deposit of ten per cent, based upon the contract price of the property bought, and further security, from time to time, to the extent of any advance in the market value above said price.

Deposits so made shall be released on the performance of the contract, or before in the discretion of the buyer, or may be held in whole or in part in conformity with the requirements of this Section, applicable to any other contracts between the principals.

Failure to deposit security, as required by this section, within two business days, shall entitle the buyer to elect to declare

any or all contracts covered by such call canceled, or to rebuy an equal quantity of the commodity covered by the contract, and the buyer shall at once notify the seller of such action.

Disputes arising from security calls, deposits or release of them may be referred to the To-Arrive Grain Committee and its decision shall be binding on both principals.

Rule XXII is to be amended by adding the following to Sec. 13:

When sellers of commodities to arrive can not comply with the terms of the contract, they shall give notice to the buyer at the expiration of the time named therein of their inability to do so, or when buyers fail to receive such notice when due time for transmission by post has elapsed, the buyer shall elect to either extend the contract, cancel it or any unperformed part of it, or rebuy on the open market; provided, however, when contracts are based on type sample, it shall be the duty of the seller to notify the buyer at least one business day before expiration of contract of his inability to comply therewith, whereupon the buyer shall elect to use one of the three alternatives herein before provided, except if he shall elect to buy in the same he shall do so without unnecessary delay; and, in any case, within three business days after expiration of the time named in the contract.

Disputed claims of members and non-members arising from business under "to-arrive" commodity contracts, may be submitted to arbitration. All arbitration shall be in Chicago under the provisions of RULE VIII of the rules of the Board, at membership fees.

MANY BLOOMINGTONIANS go to Peoria to spend Sunday, as Bloomington is a dry town and there are no bars visible. They will be interested to learn that Peoria is to have a new \$100,000 jail to be of the most modern construction. When a prisoner enters he will be sent to the bathroom immediately and supplied with a suit of gray. From the outside there will be no bars visible.



Home of the Board of Trade, Sioux City, Ia.

Elevator Observations.

BY TRAVELER.

ELEVATED driveways, even tho covered, deteriorate rapidly, and require close watching and frequent repairs. Many dealers now insist that all dirt excavated from basement be used in filling in between retaining walls, to form a permanent, substantial driveway which will last for all time. In many cases the retaining walls have been built up higher than the grade of the driveway, so as to prevent the farmers' wagons being backed off the side of the driveway, and the driveway is always given a top dressing of at least a foot of cinders, so as to prevent driveway getting muddy and slippery. The driveway of a new elevator at Brandon, Ia., was formed of the



Short Retaining Wall of Brandon, Iowa, Elevator.

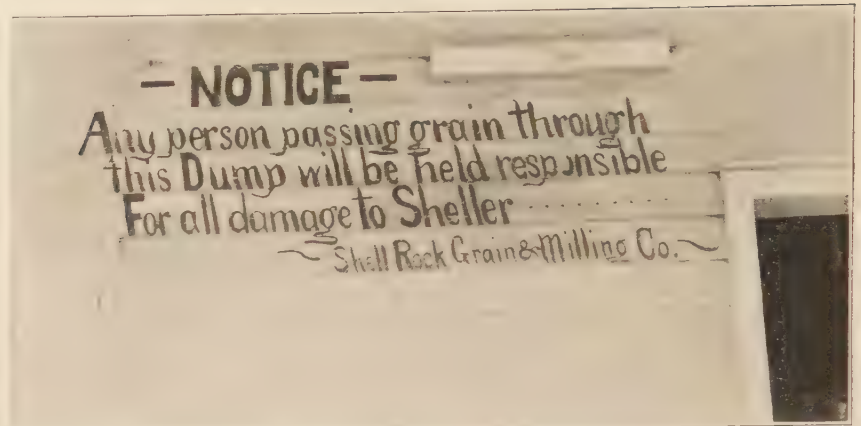
dirt excavated from basement, but the retaining walls were extended such a short distance from the elevator as to materially reduce their efficiency. When all material for constructing concrete walls is on the ground, it does not cost much to extend them further from the elevator, and thus reduce to a minimum the washing away of the driveway and the danger of horses or wagons getting off the straight and narrow path to the dump.

* * *

A LOADING spout, supported by extension arms, is used by a grain dealer at Brownfield, Ill., because his elevator is so far from the track a loading spout would almost fall of its own weight if not supported. Then, too, the extending arms of the spout are on hinges, so that when the spout is not in use it can be swung around close to the elevator, and out of the way. Some elevator men who are distressed with the prospect of having to move their elevator because their loading track has been moved from its old bed, can adopt the swing loading spout with extension arms, to overcome that difficulty.

* * *

A CORN crib novelty is to be found at Poplar City, Ill., where McFadden & Co. have erected a corn crib on the side of a hill, and constructed a hopped bottom of concrete, so that the crib is easily emptied by gravity into a trough containing a drag chain which carries the corn to the sheller. The modern crib should be provided with openings at both sides, so that corn can easily be



Sign in Elevator Driveway at Shell Rock, Ia.

dropped out onto a drag chain, and shoveling avoided. In building a corn crib, however, the dealer should not lose sight of the fact that the better ventilated it is and the more exposed to the wind, the more quickly will the corn be dried out and cured. If a crib be located on the side of a hill or close to a large building, its ventilation will be materially reduced and the corn will not keep so well.

* * *

THE "Safety First" campaign is gaining recognition among the elevator men, as well as among the railroad men. In going over the elevator of the Fostoria Grain Co., Fostoria, O., recently, I discovered that each leg was operated by an individual electric motor, and each had a cut-off switch on the first floor as well as at the elevator head. Upon asking the purpose of the double switch I was informed that employes had been given explicit instructions never to attempt to oil or work about the elevator head without first turning off the switch, so as to prevent the starting of the leg by someone on the first floor, and causing injury to the workmen.

* * *

CORN HUSKS, cobs and other refuse are deposited from one Iowa elevator on the ground alongside of the structure. No effort is made to move the "fuel" until the pile becomes so high the wind spreads it over the adjoining railroad tracks. At the time the accompanying picture was taken the combustible material actually covered the tracks for a distance of ten feet, the pile leading from the railroad, like a fuse, up to the bottom of the elevator wall.



Corn Husks Piled against Iowa Elevator Waiting for Locomotive Spark to Start a Fire.

CORN shellers have been damaged so frequently in northern Iowa by farmers dumping rocks, bolts and horseshoes into the dump with their grain that the Shell Rock Grain & Mfg. Co., at Shell Rock, Ia., has finally taken a determined stand against this practice, and henceforth will hold the farmers liable for all damage or breakage of their machinery, as a result of farmers delivering scrap iron as corn. Heretofore the farmer has passed by the delivery of heavy, hard material, which breaks the grain dealers machinery, with an expression of regret, but no excuses will be accepted henceforth at Shell Rock. The Shell Rock Company has painted the notice reproduced herewith in its driveway, warning farmers that they will be held responsible for all damage. If all grain dealers would take a firm stand against this dishonest practice, scrap iron would be kept at home and sold to the junk man.

* * *

ATTRACTIVE elevator grounds are beginning to be considered a good investment by many grain elevator owners, and occasionally a green lawn and shrubbery displace the weeds and rubbish generally found about the average elevator. W. H. Aiman, of Pendleton, Ind., is a champion of the attractive elevator yard, and he has put it into actual practice by removing the weeds and old junk about his elevator, smoothed the surface and covered with black dirt, so that now he has an attractive green lawn. Inasmuch as the average elevator man spends most of his time about the plant, it would seem that cleanliness and attractiveness would add much to his own pleasure, as well as win some new customers for him.

CORN piled out in the open is never supposed to keep. At Gordonsville, Minn., recently I found four corn cribs made of woven wire and two made of slat fencing. All were covered with slough grass hay, excepting one, which was half empty and exposed to all kinds of weather. About 3,500 bushels of corn in the lot. Altho the corn in one crib had been uncovered, it was in good condition, and was being removed.

Michigan Bean Jobbers Meet.

The Michigan Bean Jobbers Ass'n held its 23rd annual meeting in the city hall at Ann Arbor, Sept. 15 and 16. In his opening address Pres. Welch announced a surplus in the treasury of the ass'n amounting to \$3,000. Bean dealers, he said, should buy and sell on the same discounts, passing the distributor's discount to the dealer on to the farmer. One of the big evils confronting the bean trade is anthracnose diseased beans, the sale of which Pres. Welch announced is to be stopped by the government. This in the opinion of the ass'n is unfair.

In a call for crop reports from the delegates of 16 of the best bean raising counties of the state it was found that if the weather was favorable the crop this year would be about 35% of a normal year. With more rain this estimate will prove to be too high.

The report of Treas. W. N. Isbell, Lansing, showed a big surplus of funds on hand and it was suggested that the ass'n refrain this year from assessing the membership with the regular \$10 annual dues. No action was taken, however, as many members had already paid the dues for the coming year.

The inspection dept reported the collection of \$2,878.75 during the last year for the inspection of 1,625 cars.

Chairman Law of the Arbitration Com'te reported the receipt of several letters of commendation for the work of his com'te during the year, but said also that it had been impossible to please everyone. Ten cases were heard and arbitrated.

The following officers were elected for the ensuing year: W. J. Orr, Saginaw, pres.; G. F. Allmendinger, Ann Arbor, first vice-pres.; Jacob Isgreig, Traverse City, second vice-pres.; Al. Holmes, Marlette, third vice-pres.; W. N. Isbell, Lansing, treas. Directors for two years: C. E. Depew, Pontiac; J. B. Crawford, Ithaca; A. L. Chamberlain, Sandusky, and Fred Welch, Owosso.

The Michigan University extended an invitation to the visiting delegates to inspect the grounds and buildings and 250 bean dealers were taken to the institution in automobiles, after which a sight seeing tour of the city was made. The dele-

gates were also entertained at a dinner on Wednesday by the Michigan Milling Co.

Traffic League Meets at Toledo.

Many subjects of interest to the grain trade were up for discussion at the meeting of the National Industrial Traffic League, held Sept. 9 and 10 at Toledo, O. All of the business sessions, held at the Zenobia Auditorium, and the informal dinner gathering at the Toledo Club, were largely attended by shippers from every part of the country.

In its report on B/L legislation the Legislative Com'te reported that altho the Interstate Commerce Commission completed its investigation of domestic forms of Bs/L on Mar. 4, 1914, no decision has been rendered by that body, and the matter, known now as Docker 4844, is still hanging fire. Export and ocean Bs/L have also been investigated and many objectionable features found. The inland shippers interested in exporting have been compelled very often to use the domestic B/L to the ports, where the export form would take effect, instead of shipping on a thru export B/L. This eliminated some of the objectionable features, but did not help in the matter of filing and collecting claims. The export B/L provided but 30 days for the filing of claims for loss or damage, while the domestic allowed four months. Thru the concerted action of shippers the 30 days' time on the export B/L has finally been extended to equal that of the domestic but the League is now endeavoring to obtain even more time for the export shippers.

THE B/L ADVOCATED by the League is what it terms the "clean Bill," amounting in substance merely to a receipt given by the carrier for the property to be shipped. All of the customary rules and provisions generally printed on the reverse side are to be eliminated and in their place will be substituted two or three brief statements for the assistance of shippers should it be necessary to file a claim. The basis upon which the League is suggesting the new B/L is that prior to the passage of the Cummins law a carrier and shipper could agree upon a few things while now the carrier is not permitted to limit its liability, nor the shipper from releasing the carrier.

The National Industrial Traffic League has authorized the filing of a complaint against the provisions of the export B/L in order to force the issue and the millers are filing a separate complaint covering the milling trade.

REORGANIZATION of the Interstate Commerce Commission was discussed at the meeting by Commissioner Edgar E. Clark. The Commission, he said, was overloaded with work and an increase in the membership from seven to

nine was advocated. The Commission, he thinks, should then be empowered to divide itself as it saw fit either geographically or according to subjects one division hearing nothing but rate matters, one dealing with other investigations, and so on. Several of the commissioners may be allotted to each division if necessary. Bills along this line will be introduced into the next Congress and the League, believing that the Commission knows best what it needs, has practically promised its support.

Under the subject of amending the law or rules of practice of the Interstate Commerce Commission to give litigants the right to review findings it was brought out in the report of the Legislative Com'te that no shipper has a legal right to appeal from a decision of the Commission. The carrier has this right, as its rates and revenue are regulated. Thus it can plead confiscation of property. An amendment should be introduced which would give a shipper the right of appeal from any question of law, if not of fact. The Legislative Com'te of the League was instructed to consider the matter and report later as to the legal rights of the shipper.

THE POMERENE BILL was discussed at some length at the meeting. As the members of the House, before adjournment of Congress, objected to certain parts of the Bill, the American Bar Ass'n reported that it would be possible to take out the objectionable sections and reintroduce the measure into the next Legislature. The League is in favor of this action on the part of the Bar Ass'n.

The Car Demurrage and Storage Com'te reported progress on its uniform code of track storage rules and the Transportation Instrumentalities Com'te advocated the dumping together or pooling of the box cars of all lines of railroad. At present every carrier needs its own cars and enforces per diem rules to retain them. On long shipments this means often that the contents must be loaded into another car or else much empty mileage for the car on its return. The pooling or free interchange, as recommended by the Com'te would not restrict any car to a home movement, but would permit one carrier using the cars of another as long as was necessary. Its own car, however, which had been interchanged for the foreign car, would not be returned until the first came back to the pool. The railroads realize the importance of some such move and have also appointed com'tes to look into the matter.

A CODIFICATION of Interstate commerce laws was also started. The Commission now has a variety of laws and the American Bar Ass'n has started a movement to have another commission appointed by Congress which will do nothing but codify the present interstate commerce laws and make suggestions for new laws. This it is believed will be mutually advantageous to both the shippers of interstate commerce and the carriers.

CHIEF LITTLEFISH, head of the Sioux tribe of Indians at the Devils Lake reservation, Devils Lake, N. D., has grown and shipped 1,100 bushels of wheat this season, the first record of an Indian handling wheat on such a large scale. The wheat was shipped to Minneapolis and is the first shipment to that market from an Indian on record.



Open Cribs of Corn at Gordonsville, Minn.

Some of the Men I Have Known in the Grain Business.

"ON THE STREETS OF CAIRO."

BY V. E. BUTLER.

Have you ever been in Cairo? Now I don't refer to Cairo, Ills., or Missouri or Nebraska or Ohio or Oklahoma.

There is but one town of its kind in the world, and this one I refer to is located in Kansas. While "Fording" over the state I had, or thought I had, the misfortune to land in this beautiful little city of corner lots, one store and one elevator, at noon on a bright day in September, hungry, tired and dirty and at once began to tramp from door to door of its three palatial residences enquiring for something to eat. At the first call I was told that they had nothing to eat for dinner but peach cobbler and that was about all gone. At the second place I was told they could have fed me if I had been a little earlier, but that everything had been "et up" and they could not take me in. At the third place I found the house empty as old Mother Hubbard's cupboard, so as a last resort wended my way to the little store located on the northeast corner of the principal square in the city, there to take on a plentiful supply of dill pickles, cheese and crackers; but alas the store was locked. In despair I sat down on a case of empty pop bottles to wait for the merchant's return. Being tired I dozed off and dreamed of peach cobbler. I awoke with a start to find Mr. Merchant looking at me and muttering to himself, "I'll be dinged, I've got a customer."

I startled him into life by asking him, "Have you got any dill pickles?"

He answered, "No, but I've got something just as good. I've got some of the dingiest nicest bananas you ever saw."

"Lead me to them," I gurgled, "and what have you to eat?" He replied, "I've got pop and crackers, and cheese and bananas and oranges and cigars and—" I told him to bring them on, and at the finish my bill was thirty-five cents—the company will find 50 cents charged in the expense account. After satisfying the inner man, I got to wondering what inducement there could be for a person to bury himself in a place such as Cairo, so I began to ask questions. It being a quiet day the owner of the establishment told me the story of the rise and fall of the business interests of the town and the dreams he had of the future. Here is the story of an optimist who has set a mark to shoot at and at each shot is getting nearer to a bullseye. Listen, this is what he said:

"I went to Oklahoma six years ago and worked on a farm for a year, then worked in a store for five months and finally concluded that Kansas was the garden spot of the world, so came here and bought 80 acres of land largely on time. I put it into crop the first year. Results—a crop failure. I made up my mind that I could never pay for the land, so sold it at an advance over what I had paid for it, and in that way saved what I had invested. With these savings I bought out this store which contained less than a thousand dollars' worth of goods.

"That was four years ago. Now see what I have. Over two thousand dollars' worth of goods all paid for, and besides this I have bought back my 80-acre farm and that's all paid for. I have bought this store building and lots and

that ten-acre lot across the street, and only owe \$500 all told. Some day I am going to lay out that ten acres in lots and they will make me a lot of money. Now, pardner, don't you think I have done well. I know I have done better here than I could have done any place else on earth. I am not a storekeeper and was never meant for one, so as soon as I can make enough to buy that other 80 acres that lays next to mine I am going back to the farm. I do a good business, about \$20,000 per year on a small capital and no expense, as I do it all myself."

While he was telling his story with so much pride, and he had cause to be proud, I had figured it out that in four years he had cleaned up a net profit of \$5,000.

While I was figuring out his financial standing another customer rode up to the door and yelled, "Hello, Bill bring out two pounds of 30d. nails to me."

Bill yelled back, "Haven't got 30d. Got about 5 pounds of 20d. Better take them."

"All right," came the reply.

After this rush of business Mr. Merchant grabbed his old feather duster and wandered around making a swing here and there, and the marks he left reminded me of the old days of blazing a trail thru the woods in order to find your way out again.

Right here a bright thought came to me, so I unloaded it onto him. "Say, Bill, you have done mighty well here, but you have overlooked a bet. You should have the elevator down there so you could buy from the farmers as well as sell to them."

"Not much," says he. "Since I have been here that elevator has changed hands four times and every one that has had it has lost a lot of money. The last man as much as \$4,000.00 in one year. I would not take that property as a gift and run it. I am satisfied with my own little business, and besides that I want that other 80 acres of land awful bad."

Here was something of interest to me as a grain man, so I said, "Well, Bill, I must go, so let's you and I have another one of those 'Pride of the West' cigars and I will bid you good-bye and good luck, for I know you are going to get that other 80."

As I went out of his door he was saying, "You bet I am."

I was fortunate in finding the man at the elevator that had built the house and from him got its history. He built it at a cost of \$2,000.00, run it a year and lost money, then he sold it to a line elevator company for \$2,500.00. The line house ran it a year and lost money and sold it for \$2,250.00. The purchaser lost money; again it was sold and this time the purchaser lost \$4,000.00 in a year. In order to unload a losing investment a farmers' company was organized and took over the house for \$2,600.00 and it is now in possession.

I found the manager to learn what they proposed to do with it. This is the future he painted for this business that had been so unfortunate in the past on account of speculation looking towards making a large profit in a short time rather than making a small profit that was sure from year to year, such as the merchant had been doing. Here is what they are going to do in one year.

"We are going to rebuild the house and build a flour and feed room and new coal sheds next year if we do fairly well this year."

Can they do it? Why are there so many people not engaged in the grain business who think there is such a large margin of profit in the business?

With these thoughts in my mind the little old Ford went rambling right along with the engine singing back to me: "I don't know, I don't know," and neither do I. Do you?

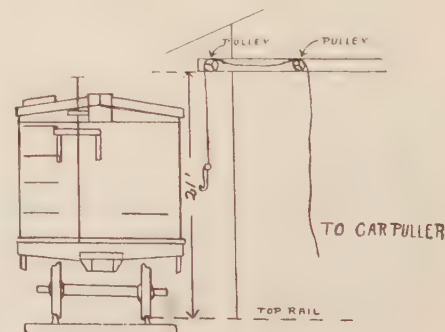
A Grain Door Remover.

To save time and labor in removing grain doors from cars the superintendent of the Hunter Milling Co., Wellington, Kan., has devised a method which throws the burdensome work upon the car puller. Removing the door in this way has the added advantage, over the old axe method, of recovering the door without damage.

A hook hoisted by power or tackle comprises the principal factor of the device. It is suspended from above by a cable which passes over two pulleys secured to a shaft 21 feet above the track level. One end of cable is connected to the drum of the car puller and the other end holds the hook which is placed between joints of the first and second door. When the car puller is started the hook is naturally drawn slowly upward and the door removed.

No damage is done to the car door posts or to the interior of the car, and sufficient power is obtained to remove all three doors at once if desired. Removing the doors consumes only 1½ minutes with the aid of the hook, compared with 15 to 20 minutes with an axe, increasing the car unloading capacity of a plant from three to five cars per day, without adding any extra labor. The lever carrying the pulleys extends out from the building above roof of the car and can be installed at any elevator. Cost of installation is about \$7, and if a power car puller is not used at a plant a windlass or small hoist can easily be arranged to permit of its operation by hand.

The hook itself is the most important feature of the device. This is 16 inches in length with a 3 inch wedge shaped prong at the lower end for driving under door. The end to which the cable fastens is made to form a loop, the inside dimension being 1¾ inches, large enough to accommodate cable or rope. Etching shows arrangement of the door remover at the plant of the Hunter Milling Co., but as no patents have been applied for, the scheme may be adapted to fit the individual needs at any elevator.



Grain Door Remover.

Crop Improvement Notes.

THE KANSAS CITY Board of Trade is starting a "more and better wheat" campaign thruout Kansas.

A. A. ARNOLD, Leland, Ill., was awarded first prize for the best ear of corn exhibited at the San Francisco Panama Pacific Exposition.

A SEED and grain exhibition will be conducted by the Milwaukee Chamber of Commerce during January, 1916. The Bankers Ass'n of the state will co-operate with the movement.

CORN SHOWS and wheat comparison meetings in the winter wheat states are reported by Bert Ball, Crop Improvement Com'ite, Chicago, to be producing better results this year than in all previous years combined.

MILLERS of Washington, Ind., who are paying a premium of 1c per pound for all wheat weighing more than 60 pounds per bushel, have arranged to furnish testers to all school children interested in better crops.

WAYNE AND MADISON counties, Indiana, will get along as best they can without the aid of their efficient county agents, the councils refusing to appropriate the agents' salaries for another year on the plea of economy.—G.

HESSIAN FLY has been found by I. B. Johnson, agricultural agent of Bartholomew County, Ind., in every September sown field examined, while only 33% of the October sown fields are affected. Average yield of the former is 11.5 bus. per acre, compared with 17 bus. from the October sown fields.—G.

TO PROTECT wheat fields from immediate infestation from hessian flies it is the duty of every Illinois farmer having volunteer wheat growing in his stubble, or along the borders of his newly plowed fields to destroy these plants with the least possible delay. As the winged flies are now beginning to come out he will help save next year's crop from serious injury by doing his part as a member of the community.—S. A. Forbes, state entomologist, Urbana, Ill.

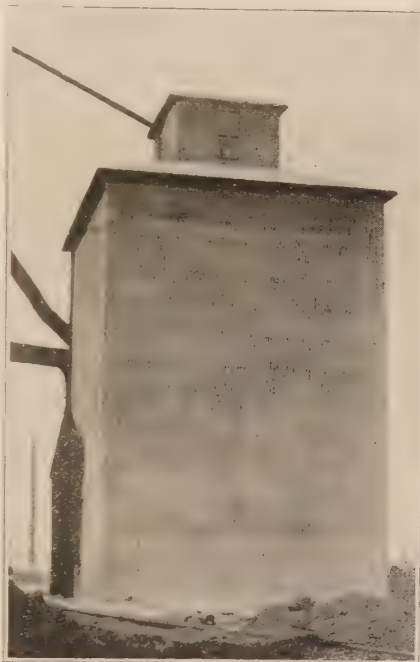
SOUTHERN CORN GROWERS are being warned with large posters by the United States Dep't of Agriculture to carefully dry and cull their new corn. This the Dep't believes will help stamp out the weevil. It is suggested that growers can obtain a much higher grading for grain if they will pick out the bad ears and sift all foreign matter from the shelled corn. This stuff, the Dep't says, if fit for feeding, should be fed on the farms, as damp, weevily or rotten corn, even if only a small percentage of the whole, lowers the price obtained.

WHEAT SMUT is one of the most easily prevented plant diseases if the correct procedure is followed. All seed wheat to be treated should be run thru a fanning mill in order to blow out the unbroken smut balls. The grain should then soak 10 minutes in a solution of 1 pound of commercial formalin added to 40 gallons of water. The seed is next allowed to drain and is then piled on the floor and stirred frequently until sufficiently dry to sow. If the kernels have swollen very much, the drill should be set to sow a little thicker, else the quantity sown per acre will be less than was intended.—United States Dep't of Agriculture, Washington, D. C.

Wheat Storage for Mill.

The Atlantic Mill & Elevator Co., operating a flour mill at Atlantic, Ia., found that if sufficient storage could be provided at a low cost much money could be saved by purchasing wheat when prices were low. The company also operates an elevator, but as storage in that plant is limited to 18,000 bus., it was large enough only to handle the grain shipped out.

A separate storage plant of 10,000 bus. capacity, consisting of only the one large bin, solved the problem. The building has been constructed along side of the mill, and grain for storage is spouted from the regular elevator. When needed for milling purposes the wheat is transferred thru tunnel by a belt conveyor to the regular elevator boot, from which it is elevated to the cupola and then spouted to wherever needed in the mill. The



A 10,000-Bu. Storage Bin at Atlantic, Ia.

building is iron clad, including the roof, and was designed by the owners, J. A. Campbell & Son, who also operate elevators at Gates, Marker, Galion and Grant.

OFFICERS of the International Wheat Show, to be held at Wichita, Kan., Oct. 11, 12 and 13, are: Harry J. Waters, Manhattan, Kan., pres.; W. M. Jardine, Kansas Agricultural College, vice-pres., and E. F. McIntyre, Wichita, Kan., sec'y.

THE ROUMANIAN GOVERNMENT proposes, thru its National Bank to construct grain storing facilities along the frontier at a cost of \$2,000,000. The government believes that if growers are not forced to sell immediately after harvest a better price can be obtained for the grain, but heretofore they have had no place in which to store it.

WORLD'S PRODUCTION of cereals, as estimated by the International Institute of Agriculture at Rome, is wheat, 3,134,000,000 bushels; rye, 1,093,000,000 bushels; barley, 1,089,000,000 bushels, and oats, 3,449,000,000 bushels. Corn production for United States, Russia, Italy, Roumania and Japan is 3,292,000,000 bushels. The preceding wheat crop was 2,611,000,000 bushels.

Carrier's Liability for Damage to Corn.

Shippers who begin suit in court against carriers to recover for damage to grain in transit should be careful not to make unnecessary allegations. The insertion in the complaint of specific acts of negligence will impose on the shipper the burden of proof; whereas if the shipper contents himself with simply alleging that the corn was loaded in good condition and arrived damaged, it is for the carrier to account for the condition in some way that will excuse him from the obligation to safely deliver.

On this single point W. H. Yontz, who had won in the Circuit Court of Moniteau County, Missouri, lost in a decision given Nov. 17 by the Kansas City Court of Appeals, granting the Missouri Pacific Ry. Co. a new trial.

Plaintiff shipped a car of corn from Omaha, Neb., to Speed, Mo. It graded No. 2 at Omaha, but No. 3 at destination, resulting in a loss, for which he recovered judgment in the lower court. His allegations were that defendant negligently placed the corn in "a broken and defective car" at Omaha and that, in transferring at Kansas City from the original car to another, defendant negligently permitted it to be exposed and carelessly handled it so that it became mixed with dirt, damaged, and unsalable.

Judge Ellison, in reversing the decision of the lower court, said: The shipper's case is made prima facie if he shows good condition when delivered at point of shipment and bad condition when received at destination, and the onus is on the carrier to excuse himself. *Read v. Railway Co.*, 60 Mo. 199; *Witting v. Railway Co.*, 101 Mo. 631.

But, if the complaining party chooses to specify the negligence he puts aside the presumption in his favor and assumes the burden of proving his specification. The rule making a prima facie case for the shipper when he shows injury or non-delivery and putting the burden on the defendant to relieve himself has arisen from necessity and natural justice. *Hill v. Sturgeon*, 28 Mo. 323.

If the carrier receives and fails to deliver at destination or delivers in an injured condition, he knows the cause, and the shipper ordinarily has no means of knowing it, and for that reason the presumption has arisen in favor of the shipper which, in the absence of legal explanation or contractual excuse, entitles him to judgment for damages. But, if the shipper alleges that he knows the particular causes and alleges it, he does not need the aid of a presumption, and he must therefore prove his allegations as in other cases.

Plaintiff seems to have tried his case as though he had not pleaded the specific negligence which caused his loss. His evidence and instructions are of that indefinite nature as to show that he is relying on the presumption of which we have spoken. His brief indicates such is his reliance. His instruction is not drawn with reference to the specifications in his petition. It is true he does submit the hypothesis "that the car in which defendant started the shipment was defective and because of such defect defendant was obliged to and did transfer said corn to another car through an elevator at Kansas City," but it nowhere submits whether either the defective car, or the transfer through the elevator, or both, caused the corn to become foul, dirty, and damaged. It directs damages to be allowed if the corn was in bad condition when it arrived at destination. Suppose the car was so defective that it could not be hauled to destination and the corn had been unloaded and put through an elevator at Kansas City, the jury must believe that these things did the damage, and so, upon proper evidence connecting these things with the damage, it should be submitted to a jury.—160 S. W. Rep. 832.

I HAVE FOUND the Grain Dealers Journal of great help to anyone looking for a position in the grain business.—M. G. Gosling, Grundy Center, Ia.

Grain Carriers

THE CHICAGO & NORTHWESTERN RY. has placed an order for 45 locomotives.

INTERSTATE COMMERCE COMMISSION has scheduled the grain products transit regulation case for hearing at Kansas City, Mo., on Oct. 13.—P.

THE KANSAS CITY Missouri River Navigation Co. has purchased two new barges to be used in carrying grain down the river to St. Louis.

FARMERS ELEVATOR Co., Winger, Minn., has asked the Interstate Commerce Commission to reduce the rate on rye to Superior from 11 to 9.3c and 10.5c.—P.

GRAIN VESSELS now at North Pacific ports or en route to those ports, number 55 with total tonnage of 124,170, compared with 132,910 at this time last year.

TAYLOR GRAIN Co., Memphis, Tenn., has filed suit against the I. C. and Yazoo & Mississippi Valley Rys., alleging \$2,000 damages on account of overcharges and shortages on shipments of grain.

MINNESOTA MILLING and grain companies have filed a complaint with the Interstate Commerce Commission attacking the rates on grain from Minnesota points to cities in Wisconsin.—P.

CARRIERS in official classification territory have filed a brief contending that the volume of less than carload traffic of grain does not justify its fifth class rating, and ask for an increase in rates.—P.

ROCK ISLAND Railroad has asked the Interstate Commerce Commission for permission to increase the rates on wheat from Oklahoma points to Memphis from 20c to 22½c per 100 lbs.

BRIEF has been filed with the Interstate Commerce Commission by the Iowa Dakota Grain Co., attacking Illinois Central rates on grain from Iowa stations to lower Missouri River points.—P.

L. MIKKELSON, grain dealer of Stephen, Minn., has asked the Interstate Commerce Commission to reduce the rate on wheat to Superior from 11.5c to 11.1c, and asks that the rate on barley be made 9.8c.—P.

THE HOOVER GRAIN Co., Duluth, Minn., has petitioned the Interstate Commerce Commission to reduce the 11c rate on grain from Three River Falls to Superior, Wis., to 9.7c. A refund of \$54 is also asked.—P.

INTERSTATE COMMERCE COMMISSION has ordered the Pennsylvania Ry. to dispose of its Chesapeake Bay water lines, except those to Love Point and Claiborne, Md., which were considered as railroad ferry lines.

THE SHIPPERS NAVIGATION Co. has been organized to operate a line of steel barges on the new Erie Barge Canal out of Buffalo, N. Y. Shipping will be started with the opening of navigation next spring.

INTERSTATE COMMERCE COMMISSION has ordered the following refunds of excessive freight charges on grain: I. C., \$1.51 to Halliday Elevator Co., Cairo, Ill., oats, Illinois, to Tennessee; C. R. I. & P., \$1.85 to M. T. Cummings, and waiver of collection of undercharge of \$108 on corn from Nebraska to Colorado; C. M. & St. P., \$235 to the Mueller Grain Co., Peoria, Illinois, corn, Minneapolis to Peoria; A. T. & S. F., \$6.25 to Wallingford Bros., Wichita, Kan., grain, Iowa to Kansas.—P.

RECEIVERS of the C. R. I. & P. have been authorized by Judge Carpenter of the United States District Court to order 4,000 steel frame box cars at an expense of \$3,409,540. The cars are to be leased and paid for in 20 semi-annual installments.

CHICAGO Board of Trade has asked the Interstate Commerce Commission to adjust grain rates from South Dakota and other western points so that they will not be higher than the local rates to Des Moines plus the reshipping rate to Chicago.—P.

THE RATE for shoveling grain from vessels at the port of Cleveland will be raised to \$3.35 per 1,000 bushels for hand labor and \$2.25 where steam shovels are used, according to the scale of wages agreed upon with the grain scoopers union on Sept. 17.

WESTERN CARRIERS have instructed their attorneys to reopen the western rate advance case. The date set by the Interstate Commerce Commission for cancellation of the proposed advances was Sept. 30, and the carriers have requested the Commission to postpone this date for at least three months.

CHICAGO BOARD OF TRADE has complained to the Interstate Commerce Commission against the proportional grain rate increases, which became effective last January, from Chicago to eastern ports for export and to points east of the Pittsburgh Buffalo line for local consumption.

WESTERN MFG. Co. has filed a brief with the Interstate Commerce Commission in the export grain case, attacking the advance of 3/10c per 100 pounds on grain for export from Chicago, Milwaukee, and other points to Atlantic seaboard ports.—P.

THE MERCHANTS Wharfage Transportation Co., Nashville, Tenn., will shortly be incorporated to build a large river wharf boat with capacity for 25,000 bags of grain to take care of river shipments and receipts. It is also proposed to construct power barges for the transportation of grain between Nashville and Ohio and Mississippi River points.

BALTIMORE Chamber of Commerce has filed a protest with the Interstate Commerce Commission against the proposed increase in rates on export grain from the middle west to Baltimore. It is contended that the increases which amount to 3/10c per 100 pounds on grain and 2/10c per 100 pounds on grain products will divert much export grain from Baltimore to the Gulf ports.

THE JACKSON Board of Trade, Jackson, Miss., has complained to the Railroad Commission of the rates charged on grain from Vicksburg to Jackson. The contention is that the present rate on grain over the Alabama & Vicksburg Ry., of 3½c from Vicksburg to Meridian and 8c to Jackson is in the nature of discrimination. It is asked that the rate to Jackson be placed at 2½c.

THE DIVORCING of rail carriers and lake transportation companies by the Interstate Commerce Commission has caused considerable comment as to the operation of the lake vessels. A \$20,000,000 corporation is now proposed, with F. D. Underwood, pres. Erie Ry., and W. J. Connors, vessel owner of Buffalo, N. Y., as prominently interested in the project. Tho the stock of the new company would be liberally subscribed to by railroad men it is claimed its business would be distinctively lake transportation.

INTERSTATE COMMERCE COMMISSION on Sept. 20 heard complaints at Chicago against the proposed advances in freight rates by western railroads. The hearing comprises only those tariffs which were entered too late to be heard at the last hearing of the western rate advance case. Time was granted the railroads to prepare a formal petition asking for the reopening and reargument of the case.

MINNEAPOLIS grain dealers are objecting to the rubber stamp "Subject to Regulation No. 3," placed on all grain bills since enforcement of the Cummins law. This regulation limits the time for collection of claims to two years instead of six as heretofore, and amounts to a change of contract, the grain men believe, after contract has been signed. The railroads, however, insist they are in the right and the matter will soon be taken before the Interstate Commerce Commission.

INTERSTATE COMMERCE COMMISSION has directed refunds as follows, for overcharges on grain shipments: C. M. & St. P., \$75 to Hallet & Carey Co., Minneapolis, grain screenings, Superior, Wis., to Chicago; C. & N. W., \$56 to Wright & McWhinney, corn, Iowa to Missouri; N. & W., \$99 to C. M. Rife, wheat and corn, Ohio to West Virginia; Pa. Ry., \$9 to Hancock Grain Co., corn, Delaware to New Jersey; M. & O., \$15 to Hastings Co., switching corn at Cairo, Ill.; Wichita Falls Ry., \$27 to Wichita Mill & Elevator Co., grain, Oklahoma to Tennessee.—P.

THE CANADIAN Grain Commission recently held a session at Montreal to consider the question of handling the present crops. Certain difficulties of overages and shortages in lake elevators have been overcome with a regulation whereby a pool is made up by the terminal elevators and shippers of 1/6 bushel per 1,000, this taking care of any shortages which occur. Compulsory insurance on grain held in terminal elevators was recommended by many in attendance and the following com'te appointed to investigate: Con- venger, A. George Burton, Montreal; W. H. D. Miller, Montreal; C. B. Watts, Toronto; James Melady, Toronto; H. W. Richardson, Kingston, and representatives of each of the elevators concerned.

STEAMER Onoko, loaded with 110,000 bushels of wheat for Buffalo, sank on Sept. 14 near Knife Island, nine miles out from Duluth where the vessel had taken on its cargo. The crew took to the life boats and was picked up a few hours later by an oil steamer. A small leak developed under the engines of the Onoko, in a manner now regarded as mysterious and was reported by the engineer to the captain. Within a few minutes the ship sank. The cargo was owned by the J. Rosenbaum Grain Co. and had been shipped by the Capital Elevator Co.

SUITABLE GRAIN DOOR boards, cooperage paper, strips and nails will be furnished by the C. B. & Q. Ry. at all loading stations except in Minnesota for use in coopering cars. In event the supply at any station should run short, the local agent is authorized to purchase the necessary lumber until his supply is replenished. Sup. 12 to tariff 3457-F recently published, says that a uniform charge of \$1.75 per car will be assessed on all carloads of grain or grain products consigned or ordered to elevators, mills, warehouses or other points of unloading where parties unloading appropriate or fail to account to the in-bound carrier line for grain-doors or grain-door material in cars at time of delivery. No

allowance will be made and no material furnished for grain doors supplied by consignees, shippers, elevators or other parties in cars loaded on its rails within the St. Louis, Mo., or East St. Louis, Ill., switching limits for unloading within the St. Louis, Mo., or East St. Louis, Ill., switching limits.

New Demurrage Rules at Chicago.

Following the hearing before the Interstate Commerce Commission and the Public Utilities Commission of Illinois of the complaint by the Board of Trade the Santa Fe, Rock Island, Northwestern, C. & E. I., C. B. & Q., and C., M. & St. P. Rys. have joined in the establishment of new demurrage rules, concurred in also by the Illinois Central Railroad, at Chicago, effective at various dates between Oct. 1 and 25.

The effect of the new rules is to give additional free time on re-inspected grain. Years ago this free additional time was given as a matter of practice, but recently the roads have been adhering more strictly to the tariffs, which did not allow the additional time. The Board of Trade expects the other roads to fall into line with similar rules, and it is likely the other grain markets will request similar regulations.

RULE 2.

Sec. "B"—Twenty-four hours (one day) free time will be allowed:

4. When cars are held in transit and placed for inspection or grading.

5. On all grain subject to state inspection on which reinspection is called for, or appeal made direct to the Appeals Committee, before disposition is given 48 hours (2 days) free time will be allowed, provided reinspection or direct appeal is called within 24 hours of initial inspection and the local freight agent is notified of the call on the day it is made; and when an appeal is called for after reinspection, 72 hours (3 days) free time will be allowed, provided notice of the appeal is given to the local freight agent on the day of appeal.

RULE 3.

Sec. "C"—1—On cars loaded with grain held subject to recognized official inspection, time will be computed from the first 7 a. m. after initial inspection.

INTERPRETATION.

1. The location of cars of grain on which reinspection is called for, or which are appealed, is to be given by the railroads to the Illinois State Grain Inspection Department.

2. Notification from consignee to the local freight agent of call for reinspection or appeal must be in writing, but may be made by telephone if consignee so elects, provided confirmation is promptly made in writing. The notification, however made, must be on the same day as the call upon the State Grain Inspection Department for reinspection or appeal.

3. The free time is to be computed from the time the initial inspection is made by the Illinois State Grain Inspection Department. The time of inspection is understood to mean the time at which the grade is given to the grain by the Illinois State Grain Inspection Department.

4. In the event of failure of the railroad to give to the Illinois State Grain Inspection Department the location of the cars of grain for reinspection or appeals inspection, the running of the free time will be suspended until the cars are located.

I CONSIDER THE Grain Dealers Journal a very worthy paper to subscribe to.—Maurice Dryfoose, Erie, Pa.

A NEW ESTIMATE of Argentine production of wheat, oats and flax has been issued by the Bureau of Agricultural Statistics, Ministry of Agriculture, indicating heavy decreases for each grain due to rains thruout the Argentine grain belt. These rains not only ruined much grain but retarded threshing as well. Production of wheat is estimated at 168,422,333 bushels; flax, 41,643,500 bushels, and oats, 58,170,000 bushels.

Duty of Carrier to Furnish Cars.

In awarding the Sonman Shaft Coal Co. judgment against the Pennsylvania Railroad Co. for \$145,830.25 damages for not furnishing an adequate supply of cars the Supreme Court of Pennsylvania recently made a plain statement of the carriers' duty to furnish cars that will be heartily endorsed by grain shippers everywhere.

The decision in this case must be accepted as conclusive for the arguments of the railroad corporation were ably presented by a battery of six heavy-weight attorneys, while the shipper had on his side only two attorneys and a just cause.

The method of distributing cars was to supply preferred shippers with cars, and then to give plaintiff only a proportion of the unallotted cars, and the court said, "The defendant railroad company seems to have taken the position that they have a right to regulate the coal market," declaring that "The primary duty of a railroad company is to have an adequate car supply for the needs of the country thru which the lines pass and to furnish such cars to shippers when requisition is made therefor in good faith."

In its defense the railroad company pleaded that the state courts had no jurisdiction over interstate commerce; but the Supreme Court held that when, as in this case, the act complained of is an offense at common law and made so by state statute, there is concurrent jurisdiction of it in the state courts. Justice Stewart for the court, said:

"The boundary line limiting state jurisdiction in matters which may affect interstate commerce has been clearly indicated by repeated decisions of the Supreme Court of the United States within recent years (85 Atl. 437). Our own state statute rests for its authority on the police power of the state and its sole object is to prohibit common carriers which derive all their powers from the state, and have been granted these to the end that they may serve public necessity and convenience, from practicing undue and unreasonable discrimination between shippers in the service they are created to render. The exercise of this power in the way indicated is not interfered with by the Interstate Commerce Act in the absence of action by the Commerce Commission specifically directed against the particular matter complained of. The thing condemned by our state statute and by the common law was a purely incidental matter indirectly affecting interstate commerce, just as was the discrimination in the case of the Missouri Pacific Ry. Co. v. Larabee Flour Mills, 211 U. S. 612 [29 Sup. Ct. 214, 53 Ill. Ed. 352]. The two cases on principle cannot be distinguished, and we but follow the plain guidance of that case in holding that the power of the state with respect to the subject-matter of the present controversy remains undisturbed. It was not a question in the case whether the cars denied the plaintiff were intended for shipment within the state or beyond. It was sufficient that the offense was committed within the state."

PRODUCTION and harvesting of field beans in West Virginia is covered by I. S. Cook in W. Va. Sta. Circ. 18, 1915.

METHODS OF SAMPLING, testing and weighing grain in western Canada are described and illustrated by R. Magill, in Ottawa Government Report, 1914, page 64.

War Affecting the Grain Trade.

THE BRITISH GOVERNMENT has raised the embargo on Canadian wheat to Holland, Greece and other neutral countries. The embargo has been in force for nearly a year.

PORTUGAL WILL IMPORT 7,348,667 bushels of wheat, a special credit having placed at the disposal of the Ministry of Public Works for the purchase.—Consul General W. L. Lowrie, Lisbon.

BARLEY for the only brewery in Paraguay is now being purchased in the United States, whereas before the European War the barley was obtained from the Continent.—Consul S. H. Wiley, Asuncion.

CANADIAN GOVERNMENT has ordered 350 armed guards to patrol the border along northern Minnesota and North Dakota to guard against destruction of Canadian grain by fire. Many threats are said to have been made by Austrian and Hungarian laborers.

THE CANADIAN GOVERNMENT's embargo on wheat to the United States remains in force so far as neutral or hostile countries are concerned, but the Dominion is now permitting the export of Canadian grain to the United States if intended for re-export to Great Britain or her allies.

GERMAN MILLERS in the future will be permitted to make a shorter length of flour, the percentage of wheat and rye flour obtained when milling those grains, being 75% instead of 82% which was the rule heretofore. Prices on all grains have been reduced owing to the plentiful crops, so the country is no longer to pay the high prices charged for Roumanian grain.

THE LATEST German note dealing with the sinking of the American vessel William P. Frye, makes no mention of reimbursement for the wheat cargo which was destroyed, but promises to submit the fixing of damages for destruction of the vessel to a com'ite of experts. The proposal of Sec'y of State Lansing to settle the dispute by an umpire member of the com'ite was rejected. Dr. Kepny of Bremen, director of the North German Lloyds, has been named as the expert for the German Government. Orders have been issued to the German naval forces to discontinue the destruction of American merchantmen even tho loaded with conditional contraband, when conditions of international law are present. If it is impossible to take them into port the vessels must be permitted to continue their voyage.

T. P. RIDDLE, Lima, O., has been re-appointed by the State Agricultural Dep't as manager of the Junior Boys' Corn Growing Contest.

SOY BEANS and cowpeas, as Nebraska crops, are discussed by T. A. Kiesselbach in Ben. Sta. Bul. 150, 1915, the author giving general directions for their production as hay, grain and silage.

INSUFFICIENT SUPPLIES of winter wheat of milling quality has caused a further increase in premiums all over the country. As an export proposition, however, there is no interest manifested. Its quality has proved unsatisfactory to European buyers, who from now on will give a decided preference to the Manitobas and Spring wheats, which are far superior and cost much less. Exporters here having purchased sufficient red wheat to fill existing contracts are disinclined to make new commitments.—L. W. Forbell & Co.

Seeds

RECEIVER has been appointed for the Johnson Seed Co., Philadelphia, Pa.

STEAMER PARKS FOSTER has loaded 96,772 bushels of flaxseed at Buffalo for Duluth.

H. S. CLIFFORD, Beloit, Wis., has closed his seed store at that city after 28 years of operation.

THE FLORA Seed & Milling Co. has been incorporated to take over the plant of the Louisville Seed Co., Flora, Ill.

COMPLAINTS are being made of the quality of seed supplied by the Canadian government to growers of Alberta. The seed is said to be of mixed variety.

MARQUETTE, NEB., Sept. 13.—The only new seed we will have here this fall is a little clover and some timothy. Too wet for other seeds.—E. G. Raymers.

THE YIELD of timothy seed for Iowa this year, as estimated by the United States Dep't of Agriculture, will be 3.7 bus. per acre. The acreage cut for seed is 10% less than the area cut last year.

THE BOGY MERC. Co., Chinook, Mont., has completed a new 30x140 foot seed building with cleaning machinery and a grain mill. James Griffin will manage the seed dep't.

THE HOERMANN SEED STORE, Terre Haute, Ind., has been incorporated with a capital stock of \$5,000 to deal in seeds at wholesale and retail. Incorporators are Frank Hoermann, L. J. Quinlan and M. E. Hoermann.

HURON, O., Sept. 13.—Some alfalfa being grown here, but most growers are sticking to the red clover. Not much old clover seed left, but the new crop is very promising.—H. J. Merthe.

THE FIRST CALENDAR of the season is being sent to its friends in the seed trade by the Pittman & Harrison Co., of Sherman, Tex. It reproduces in colors a painting by G. Sether of a moonlight scene in winter.

FOSTER & GANNON, Buhl, Ida., have opened a new seed house at that city, purchasing the old property of the Buhl Grain & Produce Co., and adding to it a 20x34 foot addition. Electric power and seed cleaning machinery have been installed.

THE FLAXSEED production for 1915 of Manitoba, Saskatchewan and Alberta, Can., on Sept. 1, was estimated as 4,836,000 bus. from 520,000 acres. The 1914 crop yielded 4,001,600 bus.—F. O. Fowler, sec'y, Northwestern Grain Dealers Ass'n.

THE TEXAS Kafir Corn and Milo Maize Ass'n, Fort Worth, has arranged for the shipment of a carload of the products which it represents to the Tri State fair at Memphis, Tenn. Before reaching the fair the product will be displayed thru-out the southwest.

CINCINNATI RECEIVED 851 bags of clover seed, 217 bags of timothy and 10,292 bags of other seed during August, 1915; compared with 2,922 bags of clover seed, 9,104 bags of timothy and 11,563 bags of other seed during August, 1914. Shipments were 1,713 bags of clover seed, 2,595 bags of timothy and 5,430 bags of other seed; compared with 3,885 bags of clover seed, 6,157 bags of timothy and 11,702 bags of other seed for August, 1914.—W. C. Culkins, sec'y Chamber of Commerce.

CRAWFORDSVILLE, IND.—Clover seed promises to be a light crop. The early fields are very poor quality, and the seed is hardly worth hulling in the southern areas of the state. There is a possibility of development of later fields that may show a fair amount of seed.—R. W. Baker of Crabbs Reynolds Taylor Co.

OKLAHOMA State Board of Agriculture, in its crop report of Sept. 1, gives the growing condition of cowpeas for the state as 87; kafir, 86; feterita, 86 and broomcorn, 88. The state's acreage of broomcorn is 223,658, with an estimated yield of 44,172,455 pounds, valued at \$2,650,347; kafir and milo, 591,082, or a yield of 5,319,738 bushels valued at \$2,872,658 and alfalfa, 404,575 acres.

CONDITION OF KAFIR corn for the United States on Sept. 1 was 114.4, considering 100 as an average condition, an increase over the August estimate of 5.3. Broom corn shows 113.1, an increase of 2.6; millet 112, a decrease of 1.6, clover seed 100.8 and field beans 87, a decrease of 16.4.—Leon M. Estabrook, chief, Bureau of Crop Estimates, United States Dep't of Agriculture, Washington, D. C.

THE POA PRATENSIS plant, or bluegrass, is best propagated by sod, but if the seed is scattered on the firm surface of clay soil during August or September and trodden in it will send its roots in the course of a few years, to the depth of 10 feet, forming a close sod which will withstand drouth and cold weather better than some trees. Wetting the bluegrass sod during warm weather when the plant is dormant promotes the growth of summer grass and weeds. Dampness sours the soil. Bluegrass thrives only on dry, sweet soil.—C. E. Prunty.

WASHINGTON, D. C., Sept. 1.—Acreage for clover seed in the United States this year is about 114.5% of last year's acreage. Condition is 80.3% of normal, compared with 77.3% a year ago and a 79.7 average for the past 10 years. These figures forecast a moderately larger crop this year. The acreage as compared with last year, and the condition on Sept. 1 of this year and last year, in percentage of normal in important States, are estimated respectively as follows: New York, 125, 88, 73; Pennsylvania, 95, 83, 84; Ohio, 108, 74, 78; Indiana, 130, 67, 74; Illinois, 125, 78, 70; Michigan, 106, 79, 84; Wisconsin, 95, 83, 88; Minnesota, 97, 84, 91; Iowa, 102, 87, 86; Missouri, 148, 79, 63; Kentucky, 140, 89, 55; Tennessee, 120, 88, 75; Idaho, 120, 94, 88; Oregon, 86, 84, 63.—Bureau of Crop Estimates, Dep't of Agriculture.

WITH THE DRY weather, which prevailed in the early part of the summer of 1914, and the lack of snow during the following winter, the red clover crop was badly injured. These conditions prevailed over much of the area where more or less seed is grown, the damage being especially severe in eastern and northern Ontario, which means a shortage of seed in these districts. From observations recently made in northern Ontario, it appears that outside of a few alsike fields there will be little or no clover seed even for local purposes. In one section of Manitoulin Island there are some lots of old seed which were not threshed last year in time for the spring trade. Conditions in western Ontario have been more favorable. There seems to be an abundance of second growth clover which, if kept for seed, would supply Canada's needs for red clover seed next season.—T. G. Raynor, Dep't of Agriculture, Ottawa, Can.

AN IMMENSE wholesale seed company is one of the future possibilities for Wichita, Kan. A number of seed and nursery men are said to be ready to locate the enterprise either at Wichita or Muskogee, Okla., the shipping facilities greatly favoring the former city.

From the Seed Trade.

LONDON, ENG., Sept. 6.—Demand for mustard, rape and the winter tares, rye and trifolium is quiet, farmers being busy with the harvest. The trade in clovers and the grasses is also quiet.—C. W. Le May & Co.

DES MOINES, IA., Sept. 18.—Only a small proportion of timothy seed in Iowa has been threshed, accounting for the slow movement of seed to market, and for the present high price. We believe that price will be no cheaper than at present, as wet weather shattered lots of the seed in the shock. We will have quite a little clover seed in Iowa this year, but we do not look for any great surplus. Every day of good weather adds greatly to our corn crop, and the prospects for good seed corn next year. We believe we will get an average crop, but we cannot state what the prospects are for seed until after frost. Farmers are still using old varieties, and have been generally successful. This tends to make them conservative and keeps them from venturing to unknown crops. New varieties are being offered in small grains, especially in wheat and oats. A new oat called "White Kherson" (or Iowa 103), originated at the Ames College, is coming to the front, and we think will be first on the list in a few years. The demand for Marquis spring wheat last season was heavier than usual.—Iowa Seed Co.

TOLEDO, O., Sept. 20.—This is an off year and a great deal of the clover seed is going to be inferior, at least in states near Toledo. We understand the far western states will again have good crops and excellent quality but it will move late and won't help the October sales much. We refer to the states of Washington, Oregon and Idaho. They sent some beautiful seed here last season and hope to repeat. Lot of it came by way of Panama Canal. States in this section are going to have considerable shrunken seed and possibly poor color and it's going to sell at a big discount, so be careful. Don't take any kind of seed at any old price just to keep your neighbor away from it. It's a freak year, so don't rock the boat. Buy your seed on basis of March and unless sure it will grade get it cheap as possible.—J. F. Zahm & Co.

I HAVE ALWAYS liked the Grain Dealers Journal.—W. B. Essick, Manley, Cass Co., Neb.

I LIKE THE Grain Dealers Journal better and better as time goes along.—W. F. Hinerman, Brookville, Kan.

WE COULD NOT get along without the Grain Dealers Journal. It has been a great help to us.—E. C. Vannote, agt. S. E. Squires Grain Co., Ira, Ia.

I LOOK FORWARD to the Grain Dealers Journal's coming every two weeks with much interest.—G. J. Bronaugh, representing E. Lowitz, Springfield, Ill.

WE FIND the Grain Dealers Journal a great help in our business and do not wish to miss a single copy.—Dalton Grain Co., Dalton, Mo.

WE COULD get along without the Grain Dealers Journal, but certainly do not want to.—E. W. Peterson, mgr. Bloomington Equity Exchange, Bloomington, Neb.

Seed Crop Conditions.

Washington, D. C., Sept. 15.—The Dep't of Agriculture reports the Sept. 1 condition and acreage of seed crops in the important states as follows:

Clover seed, Ohio, condition Sept. 1, 1915, 74, 10 year average 18, acreage 108; Indiana 67, 74, 130; Michigan, 79, 84, 106; Illinois 78, 70, 145; Missouri, 69, 63, 148; Wisconsin, 83, 88, 95; Tennessee, 88, 83, 120; West Virginia, 96, 85, 105; Maryland, 83, 78, 87; Virginia, 89, 82, 115; Delaware, 84, 84, 90; New Jersey, 93, 82, 100; Nebraska, 70, 84, 80; Kansas, 78, 82, 130; North Dakota, 89, 90, 105; South Dakota, 96, 90, 96; Montana, 95, 95, 103; Washington, 90, 96, 104; Colorado, 85, 90, 90; Utah, 98, 96, 105; and United States, 80, 79, 114.

Timothy seed, Iowa, production 1915, 94, year ago, 79; Missouri, 94, 44; Minnesota, 93, 93; South Dakota, 100, 92; Idaho, 93, 86; Ohio, 88, 74; Indiana, 94, 65; Illinois, 93, 54; and United States, 89, 74.

Alfalfa, Kansas, production 1915, 96, 9 year average, 81; Ohio, 98, 88; Indiana, 99, 88; Illinois, 96, 89; Iowa, 102, 90; Missouri, 91, 85; Kentucky, 100, 84; United States, 95, 89.

Blue grass, Ohio, production 1915, 90, 9 year average, 87; Indiana, 92, 79; Illinois, 91, 82; Iowa, 88, 83; Missouri, 74, 76; Kansas, 92, 76; Kentucky, 50, 78.

Millet, Ohio, condition Sept. 1, 1915, 92, 9 year average, 86; Indiana, 88, 83; Illinois, 86, 80; Michigan, 80, 85; Wisconsin, 81, 87; Iowa, 89, 87; Missouri, 83, 76; Kansas, 93, 73; and United States, 89, 79.

Grain sorghums, Illinois, condition Sept. 1, 1915, 85, 9 year average, 75; Wisconsin, 76, 86; Missouri, 87, 78; Nebraska, 92, 82; Kansas, 90, 77; Oklahoma, 92, 78; and United States, 90, 79.

Field Beans, Michigan, condition Sept. 1, 1915, 61, 9 year average, 82; Wisconsin, 77, 86; Minnesota, 82, 86; California, 90, 90; and United States, 72, 83.

I GET LOTS OF GOOD help by reading the Grain Dealers Journal.—F. O. Ray, mgr., Farmers Elevator Co., Toledo, Ia.

Seed Scarifying Machine.

The Ames Hulling and Scarifying Machine was developed at the agricultural experiment station of the Iowa State College at Ames, Ia., and altho its construction was made public only a few weeks ago it is already in use in the warehouses of grass seed handlers to increase the percentage of germination of hard-coated seeds.

The coats of certain seeds, such as sweet clover, burr clover, vetch, sanfoin, serradella, lespedeza, alfalfa and red clover are very often, and with some kinds generally impervious to water, until after the seed coat has been softened or ruptured in some way. The result is these hard seeds are of little or no value. The purpose in devising the Ames Hulling and Scarifying Machine is to offer a practical method of scratching, puncturing or otherwise softening the hard and impervious seed coats of hard seed, to such an extent that they can absorb water promptly, and germinate when placed under proper conditions for growth, and yet at the same time, not injure the vitality of the seed.

As constructed the machine measures approximately 5 feet long; 4 feet high; and 2 feet wide. A hopper or a receptacle for seeds to be treated is shown at 1, in the engraving herewith, from which the seeds are conveyed downwardly by, or thru a chute, the action of the chute being controlled by any suitable means of cut off. Immediately below the hopper, at 2, is arranged a fan case, into the open side of which the chute delivers the seeds.

A fan is journaled within the case, upon a horizontal axle, and is adapted to be operated at a high speed, by any suitable means as by a direct or detached motor, or by engine power. The fan operates, therefore, in a vertical plane, and the lower portion of the casing communicates at the throat 3 with a substantially annular form of spout 4, arranged in the same vertical plane as the fan, and extending upwardly from the said throat.

The inner surface of the outer wall of the annular spout is roughened; the

roughening consisting of any suitable material, as iron, emery, sand stone, sand paper, etc. The Iowa Experiment Station has used most successfully a No. 2½ garnet paper. This rough surface may extend from a point approximately at 5 to the point 6. (The rough surface should not extend lower than the point 5, since it is not desirable that the seeds be thrown directly against this rough surface.

The seeds are thrown against a hard, smooth surface, and are then carried over the rough surface, and in immediate contact with it, by means of centrifugal force, and the air current.) As the hardness of the seed coat varies with different seed, it is sometimes necessary to substitute a smooth surface over a portion of the distance, 5 to 6.

The seeds, delivered into the fan casing by the chute are struck sharply and forcibly by the fan blades, and are then conveyed by such impact, and also by the strong air blast caused by the fan, first outwardly thru the throat 3, and thence upwardly through the spout 4.

The seeds in passing from 5 to 6 are held in immediate and close contact with the outer surface of the annular spout 4, and while passing over this rough surface their hard, impervious seed coats are scratched, punctured, cracked or otherwise softened, making it possible for the seeds to absorb moisture promptly.

At 7 the seeds are delivered into a compartment with a sloping bottom, as indicated by the line 8. The force of the air blast is greatly reduced in this compartment, and makes its exit at 9, carrying a portion of the chaff and waste particles with it. Adjustable baffle boards, located at 10 and 11, fastened at 10A and 11A, cause the seed to fall at the bottom of the compartment where they are delivered into a basket or other receptacle at 12.

When treating sweet clover seed the blower should usually be run at from 2,800 to 3,000 revolutions a minute. For seed with softer coats than sweet clover seed the rate of speed must be reduced, and a portion of the sand paper may be inverted, the severity of the operation being regulated so as not to injure more than a very small percentage of the seeds. When the proper speed is used not more than one or two per cent of the seeds are broken.

Unhulled sweet clover seed is run thru the scarifier once to remove the outer hull, then run through a fanning mill to clean it, and then run through the scarifier again to scratch it. Not all of the seeds will be freed from the outer hull with the first operation. The percentage depends upon the toughness and dryness of the outer hull. Usually from 80 to 90 per cent of the seeds are hulled the first time thru the scarifier. One lot of sandpaper should treat 50 bushels or more.

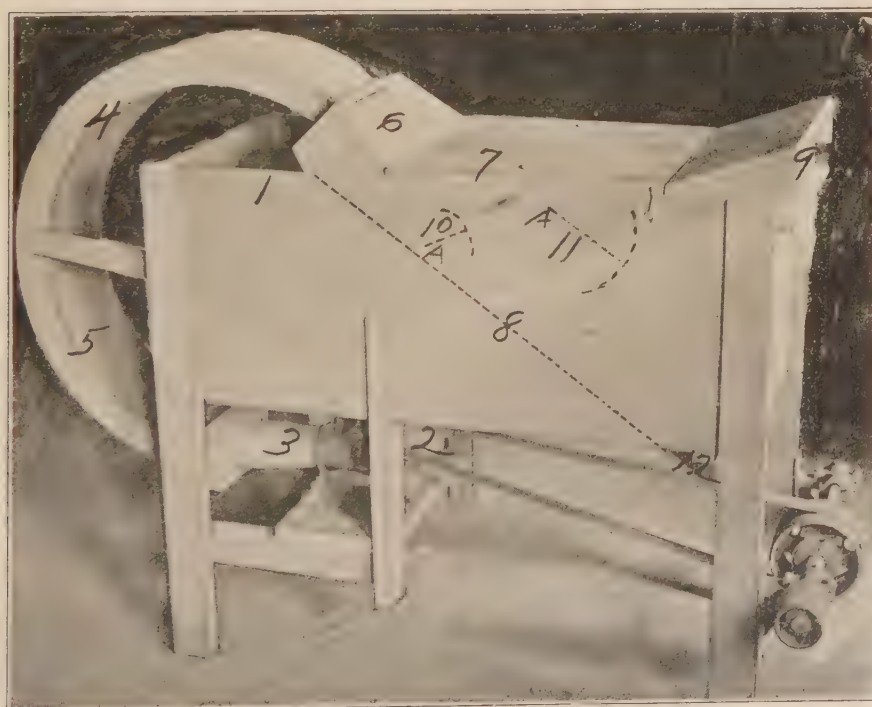
The machine has a capacity of about 30 to 40 bus. per hour of unhulled seed, and about 20 bus. per hour of hulled seed.

THE GRAIN DEALERS JOURNAL is first class in every respect.—H. J. Shaffer, Hooper, Neb.

ADVERTISEMENTS in the Grain Dealers Journal are surely quick acting.—J. M. De Bolt, El Paso, Ill.

THE GRAIN DEALERS JOURNAL is the paper every grain man needs.—T. H. Adamson, Fullerton, Neb.

I CONSIDER the Grain Dealers Journal valuable for grain dealers.—W. D. Jones, Jones Switch (Mattoon p. o.), Ill.



Seed Scarifying Machine.

Grain Trade News

ARKANSAS

Barling, Ark.—The Farmers Mill & Elevator Co. has its new plant in operation.

Little Rock, Ark.—Charles Capere, of the Hayes-Thomas Grain Co., is now mgr. of the Farmers Grain Co., succeeding W. T. Oglesby, who has resigned to engage in the feed business.

CALIFORNIA

Glovis, Cal.—Broadwell & Thomas have left the grain business of H. W. Ball, who has left with his family for the exposition.

Norman sta. (no p. o.), Cal.—The Willow Warehouse Ass'n, of Willow, has let contract for a brick elevator to cost about \$4,000.

Escondido, Cal.—The Escondido Hay, Grain & Lumber Co. sustained a loss of several thousand dollars by a recent fire of unknown origin.

Modesto, Cal.—The Grange Co. will rebuild on the site of its warehouse which burned recently with a loss of \$5,000 on grain and feed and \$3,500 on the buildings. The loss was almost covered by insurance.

CANADA

Bladworth, Sask.—The Northern Distributing Co. is out of the grain business.—B.

Canwood, Sask.—An elevator will be built by a company of which A. M. Cowan is pres. and A. Hawkesworth, sec'y-treas.

Toronto, Ont.—The Ass'n of Winter Wheat Millers of Ontario held its annual meeting here Sept. 2. The grain buying dept. showed a large increase in the volume of business handled for members both in cash and option grains. The year was the largest and most profitable the dept. has ever had.

Regina, Sask.—The municipalities which issued seed grain should be on the alert to make sure that the resulting debts are cleared immediately after the crop is threshed. Seed grain indebtedness is no longer held against the land, but is a charge against the crop itself; hence the necessity for prompt and businesslike action.—Sask. Dept. of Agri.

Regina, Sask.—We have added the following 30,000-bu. elevators to our system during the past season, which are all now ready for operation: Theodore, H. S. Swallow, agt.; Kandahar, S. F. Samsen, agt.; Ponteix, J. M. Robb, agt.; Ogema, J. Cook, agt.; Maryfield, H. E. Johnston, agt.; Halbrite, Geo. T. Everdell, agt.; Osage, J. E. Harrington, agt., all on the C. P. R.; Carlton, G. G. Klassen, agt.; Wordsworth, S. Johnstone, agt.; Truax, Harold L. McKenney, agt.; Canwood, A. R. Lindquist, agt.; Eston, J. A. Code; Richlea, G. H. Baker, all on the C. N. R.; Venn, J. S. Johnston, agt., on the G. T. P.; and Mortlach, with a capacity of 60,000 bus. T. D. Forbes, agt. on the C. P. R.—Wilfred C. Mills, sec'y Saskatchewan Co-operative Elevator Co., Ltd.

WINNIPEG LETTER.

N. M. Paterson & Co., Ltd., incorporated to operate elevators; capital stock, \$400,000; incorporators, Norman M. Paterson, John S. Balir and Wm. F. Roche, of Fort William.

The Hansen Grain Co., Ltd., has been incorporated with a capital stock of \$50,000, as a dominion corporation to take over the Manitoba business of the Hansen Grain Co.

The Board of Grain Commissioners met in this city Sept. 23 and discussed the tariff for the terminal elevators at Fort William and Port Arthur for the year 1915-16.

The Board of Grain Commissioners has ordered that scalplings must not contain over 25% of commercial grain; if richer it must be graded and docked for the dirt contained therein.

The tariffs for country and terminal elevators and the rules and regulations concerning country elevators will remain the same this year, as no requests for a change were made at the meeting of the Board of Grain Commissioners held in this city Aug. 31.

The rate of commission on oats to arrive or for some future month's delivery is changed from 1c to 5/8c per bu. to non-members of the Grain Exchange. The rate to members is changed from 1/2c to 3/4c. This is in accordance with a by-law passed last December and effective Sept. 1.

At the annual election of the Grain Exchange Sept. 8 W. E. Milner, western mgr. of the Maple Leaf Mfg. Co., was elected pres., J. C. Gage, vice-pres., and C. M. Bell, sec'y-treas. Members of the new council are: F. J. Anderson, W. A. Anderson, J. E. Botterell, George Fisher, George W. Head, C. B. Piper, Donald Morrison, James Richardson and R. E. Wright.

The Board of Grain Commissioners for Canada has ruled that marquis wheat, if it conforms to the conditions provided in the Canada grain act, shall be graded as No. 1 hard, and the duty of the grain inspectors is to so grade it if it has the required quality. The act states that No. 1 Manitoba hard wheat shall be sound and well cleaned, weigh not less than 60 lbs. to the bu., and have at least 75% red fire wheat. The board now rules that it may be marquis as well as red fire.

COLORADO

La Junta, Colo.—Ed. Daniher operates a flathouse at this station.—La Junta Mfg. & Elevator Co.

Willard, Colo.—T. J. Work has completed a 7,000-bu. studded elevator on the C. E. & Q. Ry.

Stoneham, Colo.—John Dugan is now in the grain business here.—Agt. Colorado Elevator & Grain Co.

Bennett, Colo.—I am a track buyer. I think the farmers will build an elevator before next year's crop.—Jesse T. Tripp.

New Raymer, Colo.—We are building a 15,000-bu. elevator here.—Jas. A. McSwigan, mgr. Crescent Mill & Elevator Co., Denver.

Paoli, Colo.—The Farmers Elevator Co. has lost the elevator of the O. L. Mitten Grain Co. J. B. Nelson has been retained as mgr.

Walsenburg, Colo.—Jas. B. Dick is pres., Jno. Kirkpatrick, treas., and I am mgr. of the Mercantile Mill & Elevator Co.—Dan Thompson.

Hudson, Colo.—We have purchased the 12,000-bu. elevator of the O'Donnell Grain Co.—Jas. A. McSwigan, mgr. Crescent Mill & Elevator Co., Denver.

Roggen, Colo.—We have built 10,000-bu. elevators at this station and at Wiggins.—Jas. A. McSwigan, mgr. Crescent Mill & Elevator Co., Denver.

Keota, Colo.—We have heard nothing regarding an elevator to be built at this station.—Jas. A. McSwigan, mgr. Crescent Mill & Elevator Co., Denver.

Trinidad, Colo.—The grain dept. of the Quilitch Implement & Vehicle Co. was sold Sept. 1 to Morris & Tennyson.—Bancroft & Marty Feed & Produce Co.

Deertrail, Colo.—The Farmers Grain Co., of Denver, is building an 8,000-bu. studded iron clad elevator. The R. M. Van Ness Construction Co. has the contract.

La Salle, Colo.—The Farmers Grain Co., of Denver, has completed its new 15,000-bu. iron clad elevator. The R. M. Van Ness Construction Co. has the contract.

Peetz, Colo.—The Farmers Co-operative Elevator & Supply Co., of Sterling, has let contract for an 8,000-bu. elevator to G. H. Birchard.—S. G. Fosdick, Sterling.

Merino, Colo.—The O'Donnell Grain Co., of Denver, is building a 10,000-bu. iron clad studded elevator. The R. M. Van Ness Construction Co. has the contract.

Akron, Colo.—No new elevators will be built here this year. We are building 16x16 ft. coal sheds.—Edward T. Long, mgr. Farmers Mfg. Mercantile Co-operative Ass'n.

Padroni, Colo.—The Farmers Co-operative Elevator & Supply Co., of Sterling, will build a 5,000-bu. elevator. G. H. Birchard has the contract.—S. G. Fosdick, Sterling.

Platner, Colo.—A meeting will be held to consider the erection of an elevator at this station. It will be managed from our offices at Akron.—Edward T. Long, mgr. Farmers Mfg. Mercantile Co-operative Ass'n. Akron.

Craig, Colo.—We will have our new 25,000-bu. cribbed iron clad elevator completed about Oct. 5. It will have 16 bins and will be equipped with automatic scales, wagon and railroad dumps.—E. H. Zimmerman, treas. Craig Elevator & Mfg. Co.

Mead, Colo.—The Farmers Union contemplates the erection of an elevator in the near future. It was organized 5 years ago and revived interest last year, since which time business has been increasing.—Francis E. Depue, sec'y-treas.

Sterling, Colo.—The Farmers Co-operative Elevator & Supply Co. has let contract for a 20,000-bu. elevator to G. H. Birchard, and work on it is progressing. The deal to buy the Sterling Elevator from Geo. S. Clayton did not go thru and it is still under the same management.—X.

IDAHO

St. Anthony, Ida.—G. A. Fitzpatrick is now mgr. of the St. Anthony Mfg. & Elevator Co.

Newdale sta. (St. Anthony p. o.), Ida.—The St. Anthony Mfg. & Elevator Co. has its new elevator in operation.

Boise, Ida.—The Inland Grain Co. has opened a branch grain office in this city with R. H. Willie, of Malad, as state agt.

Catholic Spur (Winchester p. o.), Ida.—The Lewis County Rochdale Co., of Ilo, is building a new warehouse on the Craig Mountain Ry.—Moser Bros. Warehouse.

Payette, Ida.—We have taken over the flour and feed mill of the Payette Mfg. Co. and have overhauled them, as they have been shut down for a year.—F. O. Yeats, mgr. Payette Mills.

Rupert, Ida.—The Producers Ass'n Warehouse is owned by a stock company, composed of farmers of this vicinity and not by me as listed in the list of Rocky Mountain Grain Dealers. I own and operate the warehouse of the Gem Produce Co. only.—W. J. Packham.

Pocatello, Ida.—O. E. Scott is mgr. of the Albers Bros. Mfg. Co., but he is not mgr. of the Farmers Society of Equity, as listed in the list of Rocky Mountain Grain Dealers. The Farmers Society of Equity is incorporated with a capital stock of \$50,000, a working capital of about \$12,000, besides about \$8,000 invested in real estate. Since Feb. 18 the writer has acted as pres.-mgr. The company has the sale of 16 other points where it has branch mgrs. in this state, handling at present time from 30 to 40 carloads per week.—A. Y. Salterfield.

ILLINOIS

Table Grove, Ill.—Roy Danner is now agt. of Bader & Co.

Sullivan, Ill.—E. W. Davis will install a Ross Air Blast Car Loader.

Pesotum, Ill.—J. T. Riemke will install a Ross Air Blast Car Loader.

La Hogue, Ill.—The Farmers Elevator Co. is covering its elevator with galvanized iron.

Lee, Ill.—The Neola Elvtr. Co. has installed a 10-h. p. electric motor in its elvtr.

Pontiac, Ill.—George Brunskill has been retained as mgr. of the Farmers Grain Co.

Mansfield, Ill.—Farmers are taking steps toward organizing a company to build an elvtr.

Cornland, Ill.—The Mt. Pulaski Grain Co. has installed a Boss Air Blast Car Loader.

Walton, Ill.—The Walton Equity Exchange has purchased a Hall Signaling Distributor.

Byron, Ill.—The machinery is being placed in the new elvtr. of the Farmers Grain Co.

Union Grove, Ill.—We have completed our new 10,000-bu. elvtr.—W. B. Bull, W. B. Bull & Sons.

Viola, Ill.—The Farmers Grain & Supply Co. is pushing work on its new elvtr. to a rapid completion.

Ancona, Ill.—We are closing out our business.—Geo. Armstrong, sec'y Ancona Grain & Supply Co.

Alvin, Ill.—Ernest J. Felgenhauer, mgr. of the Farmers Elvtr. Co. for the past 6 months, has resigned.

Arlington Heights, Ill.—The Tibbits-Cameron Co. is repairing its elvtr. and erecting new coal sheds.

Weston, Ill.—W. A. Groesbeck has resigned as mgr. of the Farmers Grain Co. and will move to Chenoa.

Emden, Ill.—Falkin Hildebrandt has sold his interest in the grain business to his brother, John Hildebrandt.

Glassford, Ill.—Chas. Addy will manage the elvtr. of the Farmers Lumber & Grain Co. during the coming year.

Milan, Ill.—The report that an elvtr. was being erected here is incorrect. We have no elvtrs. at this station.—X.

Palmyra, Ill.—The Smith-Hippen Co. will commence the construction of an elvtr. at this station in the near future.

Symerton, Ill.—Francis Coughlin, of Chicago, is now connected with the recently incorporated Farmers Grain Co.

Kempton, Ill.—The home of C. R. Rickarts, of Rickarts & Shear, was dynamited Sept. 10, by an enemy of the family.

Murphysboro, Ill.—The Southern Illinois Mig. Co. has elected Philip Elsemayer to succeed the late Willard Wall as pres.

Guthrie, Ill.—Chas. Inkster will make improvements in his recently acquired elvtr. and will retain Mr. Fitzpatrick as mgr.

East St. Louis, Ill.—The Golden Grain Mig. Co. will build a 70x144 ft. warehouse, to cost about \$5,000, near its present plant.

Leland, Ill.—F. W. Hill is now mgr. of the Farmers Elvtr. Co., succeeding Edward H. Farley, who is traveling as a grain solicitor.

Peoria, Ill.—A. H. Kanne has succeeded T. J. Pursley as buyer for the Great Western Distillery, which handles a great deal of corn.

Heaton sta. (Hoopeston p. o.), Ill.—E. E. Ressler will succeed E. R. McConnell, who resigned Sept. 1 as mgr. of the Heaton Grain Co.

Symerton, Ill.—I will remodel the North Elvtr. and rebuild the office. I do not operate the South Elvtr.—Wm. Murray, Champaign.

Elliott, Ill.—Ruth Ellyn Cameron, daughter of J. S. Cameron, elvtr. operator, was married Sept. 1 to Martin F. Brown, of Chatsworth.

Norwood, Ill.—A. H. Graham, prop. of an elvtr. at Gerlaw, bot the elvtr. of the defunct W. A. Fraser & Co. at the receiver's sale for \$3,025.

Bradfordton, Ill.—Bradfordton Co-operative Grain Co. incorporated; capital stock, \$7,000; incorporators, Henry Moore, M. H. Knudson and others.

Buda, Ill.—The report that the farmers had built an elvtr. here is incorrect. We never had a farmers elvtr. at this station.—F. G. Lindner & Co.

Newark, Ill.—The Farmers Elvtr. Co. at Millington, 2 miles north of this station, is protesting against the Midland R. R. Co. building an elvtr. here.

Champaign, Ill.—I am now representing the Armour Grain Co. at this place.—Frank A. Llewellyn, formerly agt. Neola Elvtr. Co., Jefferson, Ia.

Clinton, Ill.—J. L. Harrison, of Bloomington, who recently purchased elvtrs. here and at Birkbeck, has leased a residence and will move here at once.

Ashley, Ill.—Holbrook & Son have been succeeded by Etling & Baldrige. The successor at Du Bois has not been definitely decided upon.—John Holbrook.

Sheldon, Ill.—H. D. Bowles, mgr. of the Cleveland Grain Co. has presented the city fire dept. with a check for \$50 for services rendered at the elvtr. recently.

De Kalb, Ill.—The Wakefield Grain Co., of Waterman, has bot the elvtr. of C. S. Hunt and contemplates making improvements in it. Chris Derrick will be mgr.

Grant Park, Ill.—P. L. Jarvis, who has been with the Bartlett, Frazier Co. at Union Hill for the past 12 years, is now mgr. of our company.—Farmers Elvtr. Co.

Stronghurst, Ill.—No serious damage was done when our elvtr. was struck by lightning recently. Two dozen shingles repaired the damage.—Wm. Daugherty, agt. W. H. Perrine & Co.

Nekoma, Ill.—Ray K. Tiffany, son of W. B. Tiffany, formerly mgr. of the Farmers Elvtr. Co. at Oneida, is now in charge of the elvtr. of the Hefebower & Peterson Grain Co. at this station.

Dewey, Ill.—Fred Reuter, of Fisher, has bot the elvtr. and dwelling of Thomas Ogden and will take possession about Oct. 15. Mr. Ogden will engage in another line of business at Champaign.

Loxa, Ill.—Robert Teepell, of Charleston, is planning to retire from the Loxa Elvtr. Co. Oct. 1 and reopen his own elvtr. which has been idle for some time. He will make extensive repairs in his plant.

Tonica, Ill.—A. W. Brown, who has been employed at the Penrose Elvtr. at Welland sta. (Mendota p. o.) for the past 7 years, is now agt. for the Moses Rothschild Co. here, operating as the Tonica Grain Co.

Dixon, Ill.—George D. Laing, who has been in the grain, feed and seed business for 40 years, died Sept. 11 at Minneapolis, Minn. He was 62 years of age and had been suffering from anaemia for about 2 years.

Chrisman, Ill.—R. L. Waldruff has succeeded me as mgr. of the two elvtrs. here. He is also mgr. of the elvtr. at Scotts Crossing. I still retain an interest in the Hartley elvtr. at this place.—Oscar Jones, Newellton, La.

Waukegan, Ill.—The old factory buildings and property of the Corn Products Refining Co. have been sold to a real estate company for \$180,000. This plant was dismantled some 4 years ago and has not been used since.

Gilchrist sta. (Viola p. o.), Ill.—B. L. Christy, of Viola, who was an unsuccessful bidder for the elvtr. of the defunct W. A. Fraser & Co. at Norwood when it was sold at the receiver's sale, will erect an elvtr. on the Q track.

Waverly, Ill.—The McCarty Farmers Elvtr. Co. has been incorporated, with a capital stock of \$7,000, by James Kenny, Daniel Gorman and others. An elvtr. will be built at McCarty's Switch which is 3½ miles from this station.

Elliott, Ill.—J. S. Cameron, who has his new elvtr. in operation, has not settled the difficulty with the L. E. & W. R. R. regarding a switch track which the railroad company removed. The matter is before the public utilities commission for settlement.

McLean, Ill.—The concrete foundation for the new elvtr. of the Aldrich Grain Co. is now being built and work on the superstructure will be commenced soon by the 3 Americas Co., which has the contract. The company is now occupying its new grain office.

Muncie, Ill.—A lighted lantern, which had been left in the basement of the elvtr. of B. B. Minor, recently, was caught by a chain and dragged up into a bin. The lantern was smashed and a blaze started which was discovered in time to be extinguished with slight damage.

Wellington, Ill.—We had 2 elvtrs. and are now operating our regular house. We sold the old one, which had been in use for some time, to S. M. Lockhart, who is wrecking it and using the material in his new elvtr. He is building a 5,000-bu. corn crib in connection.—Boughton Bros.

Homer, Ill.—U. S. Thompson, prop. and mgr. of the Homer Electric Light & Power Co., is contemplating the erection of a 20,000-bu. elvtr. This would enable him to furnish day service and would effect a saving in fuel by burning the cobs. Plans are now being made and the elvtr. will be finished to handle this year's corn crop if possible.

Twin Grove sta. (Danvers p. o.), Ill.—Frank Supple will start at once to rebuild his elvtr. which burned Sept. 7. The fire is shot to have been caused by a spark from a passing locomotive as it was first seen on the roof. Considerable insurance was carried on the building and the 12,000 bus. of oats it contained. The elvtr., which cost about \$6,000, was comparatively new.

Woodford, Ill.—James Simpson, Jr., prop. of the Woodford Elvtr. Co., has bot suit against a farmer to recover \$5,000 damages growing out of the sale of grain from a quarantined farm. The farmer had verbal assurance from the assistant veterinarian that he could haul his corn and on Jan. 27 sold 30 wagon loads; but a few days later the inspector found a pronounced case of foot and mouth disease and for two weeks forbade the shipment of corn out of Mr. Simpson's elvtr.

Marion, Ill.—The Bracy Supply Co. has purchased the elvtr. and mill, formerly operated by the Marion Mills Co., from the Marion State & Savings Bank. The company has been operating the plant for the past year with an option on it and under this made the purchase. Concrete foundations are being placed under the elvtr. and mill, concrete floors put under the mill and the buildings painted. An individual water system is being installed for fire protection. C. E. Bracy is pres. and general mgr.

CHICAGO NOTES.

Stuart Logan is wearing a broad smile on account of the arrival Sept. 22 of F. G. Logan, Jr.

The new demurrage rules on grain at Chicago are published elsewhere in this number of the Journal.

CHICAGO CALLERS: George Livingston and Karl B. Seeds, Office of Markets, U. S. Dept. of Agri., Washington, D. C.; Chas. A. Inkster, Melvin, Ill.; Warren T. McCray, McCray Grain Co., Kentland, Ind.; J. P. Allen, Merom, Ind.

Chas. F. Glavin is charged with uncommercial conduct and his case is being considered by the directors of the Board of Trade. He failed in the commission business and was expelled from the Milwaukee Chamber of Commerce.

F. M. Anderson, for 14 years with the J. Rosenbaum Grain Co., has started a business on his own account, specializing in the purchase of grain for eastern millers. Mr. Anderson is located temporarily in offices at 762 Insurance Exchange Bldg.

At the annual meeting of the Board of Trade Mutual Benefit Ass'n, held Sept. 24, the executive com'tee was re-elected, except that L. F. Gates retired. The executive com'tee is composed of L. C. Brosseau, Roy W. Bell, Edward Hymers, James McClean and Adolph Kempner.

James A. Prindville has applied for membership in the Board of Trade. Harry B. Kempner, Milton C. McGreevy, John M. Galbreath, Joseph Quintal, Otto W. Glenk, Harold F. Copenhaver and William C. Schillo have been admitted to membership and the membership of Chas. Howe and the estate of Wm. Carruthers have been posted for transfer. Memberships are quoted at \$2,900 net to buyer.

Joseph F. Garrity, who has been connected with the brokerage firm of A. V. Booth & Co. for many years, has become a partner of Robert McLean & Co.

H. A. Foss, chief weighmaster of the Chicago Board of Trade, who has long claimed the golf championship of the local grain trade, will demonstrate his proficiency in the art of chasing the illusive little balls on Oct. 6. Mr. Foss has arranged a tournament for 16 vesselmen and grain shippers, the battle to be staged at the Calumet links. So many members of the trade are enthusiastic golfers that if Mr. Foss' tournament is a success one of the possibilities of the near future is a Grain Trade Golf Ass'n.

The Chicago Board of Trade's weighing dept. has been experimenting on the C. B. & Q. and I. C. railways for the last 30 days to determine whether or not it would be possible to render the special service of making physical inspections of cars on arrival in outlying yards of Chicago. Figures have been compiled on the findings of the last month on these two railroads and this data will be submitted to the directors of the Board of Trade at the meeting of Sept. 28. If physical inspection is ordered at Chicago it is proposed to make a charge of 25c for each car so inspected.

Eli A. Beach, who died Sept. 9, was born at Stratford, N. H., July 9, 1842. The death of Mr. Beach was a distinct loss to the grain trade of Chicago, with which he had been identified since 1867. He was one of the oldest members of the Chicago Board of Trade in point of membership, and few men have been held in as high regard by the trade. During the 48 years of his service in the Chicago market, he never failed to meet his obligations in full, and was never cited to appear before a com'te to explain a contract or an action. It is given to but few men to leave an obituary of such practical integrity. There will be no change in personnel of the Beach-Wickham Grain Co., of which he was senior partner, the business being continued by the surviving partners, Clinton S. Beach, Harry H. Wickham and Thos. Y. Wickham.

INDIANA

Huntertown, Ind.—The Huntertown Grain Co. has put a new drier in its elvtr.

Cambria, Ind.—Carl L. and Enoch A. Cue are operating their recently acquired elvtr.

St. Louis Crossing, Ind.—The Farmers Elvtr. & Grain Co. is building a large coal shed.

Alexandria, Ind.—Chas. F. Naber & Co. have installed a Hall Signaling Grain Distributor.

Mollies sta. (Montpelier p. o.), Ind.—J. W. Adams is now operating his new elvtr. at this station.

Gar Creek, Ind.—The Equity Union Exchange is being organized by O. P. Eversole and others.

Indianapolis, Ind.—Russell Mansfield, of Jordan & Scholl, was married Sept. 20 to Miss Nell Sharkey.

Avery sta. (Frankfort p. o.), Ind.—Wm. E. Spray, of Frankfort, has bot the elvtr. of Cecil Cohee & Co.

Anderson, Ind.—The Union Grain & Coal Co., operating an elvtr., has discontinued its retail coal business.

Knightstown, Ind.—The elvtr. at this station was threatened with destruction when a building near by burned recently.

Greensburg, Ind.—The Wm. Nading Grain Co. is installing a new hopper scale, stand of elvtrs. and wagon dump at its elvtr.

Center Point, Ind.—Lightning struck the elvtr. of the Center Point Grain & Mlg. Co. recently, but no serious damage resulted.

Effner sta. (Sheldon, Ill., p. o.), Ind.—The Sheldon Elvtr. Co., of Sheldon, Ill., contemplates the erection of an elvtr. here.

Azalla, Ind.—The Blish Mlg. Co. is putting in a combined wheat and corn cleaner manufactured by the Union Iron Works.—J. S. Guthridge, traveling auditor, Seymour.

Hatfield, Ind.—The Cadick Mlg. Co. is installing a sheller, conveyors and other electrical equipment in its elvtr. and corn crib.

Tefft, Ind.—D. L. Brookie has traded his elvtr. to Giles Trask, of Scircleville, for land. Mr. Brookie owns an elvtr. at Monon also.

Evansville, Ind.—Igleheart Bros. are building 3 additional concrete storage tanks which will make the total storage capacity 450,000 bus.

Dale, Ind.—The Wallace Mlg. Co. has put a new concrete block foundation under its elvtr. and mill and is making other improvements.

Alert, Ind.—The Blish Mlg. Co. is installing equipment for handling ear corn in its elvtr. here.—J. S. Guthridge, traveling auditor, Seymour.

Indianapolis, Ind.—Reliance Coal & Grain Co. incorporated; capital stock, \$10,000; incorporators, Wm. B. Wells, Wm. Schrock and J. Born.

Earl Park, Ind.—The new elvtr. of the Wilson-Barr Co. is going up rapidly. It will be 100 ft. high and will be ready for the new corn crop.

Sullivan, Ind.—George F. Potts, grain and implement dealer, has filed a voluntary petition in bankruptcy, with liabilities at \$2,024 and assets at \$3,866.

Winchester, Ind.—James P. Goodrich, for many years chairman of the state Republican com'te, is mentioned as a candidate for the office of governor of Indiana.

Nortonburg sta. (Hope p. o.), Ind.—M. A. Holder and G. Schumaker, of Petersville, have purchased a general store and land upon which they will erect an elvtr.

Gas City, Ind.—The Gas City Elvtr. Co. has purchased the coal business of J. S. Lowe & Son and Jas. Crawford & Son and will operate it in connection with its elvtr.

Indianapolis, Ind.—Charles B. Riley has been appointed to serve on the Indiana Centennial Com'te to arrange for an agricultural display at the Centennial next year.

Huntington, Ind.—C. E. Bash & Co. will build a 2-story brick warehouse in connection with their elvtr., which is now being improved and made as nearly fireproof as possible.

La Fayette, Ind.—John D. Martin has his new 10,000-bu. elvtr., which was completed Aug. 20, in operation. A 6-ton type registering Fairbanks Scale has been installed. The cost of the house was about \$6,000.

Hamlet, Ind.—The Hamlet Grain Co. incorporated; capital stock, \$25,000; incorporators, W. T. and J. C. Palmer and B. I. Holser, of B. I. Holser & Co., Walkerton. An elvtr. will be built in the near future.

Indianapolis, Ind.—Henry Fruechtenicht, of Louisville, Ky., Newton Busenbark, of New Market, Ind., R. B. McConnell and Edward Boteler, of this city, have been admitted to membership in the Board of Trade.

Keystone, Ind.—Wm. P. Meade purchased the Keystone Elvtr. from F. E. Haller for \$10,000. John Marsh will be mgr. The farmers tried to organize a company to operate the elvtr. but their plans did not materialize.

Ligonier, Ind.—The Farmers Co-operative Elvtr. Co. is building a large addition to its elvtr. and an office in connection. New machinery is being installed and a driveway to the scales is now being constructed. The company has recently taken over new lumber and coal yards.

Warsaw, Ind.—Fire Sept. 18 originating in the engine room of the elvtr. of the Warsaw Elvtr. Co., owned and operated by Miss Jessie Thayer, caused a damage of about \$5,000. More than 6,000 bus. of grain was damaged by fire and water. The loss is covered by insurance.

Winamac, Ind.—Starr Bros. are operating their new elvtr. It is a concrete house, 30 ft. square and 85 ft. high and has 9 bins, which with the old elvtr. gives them a capacity of 50,000 bus. Equipment includes automatic scales, corn sheller and other modern machinery.

Edinburg, Ind.—The large elvtr. of Martin Cutsinger, containing about 40,000 bus. of wheat, burned to the ground Sept. 11. Spontaneous combustion or a hot box are given as plausible causes of the fire. The loss is estimated at about \$60,000, with insurance at \$46,000. The elvtr., which was built about 25 years ago, will be replaced with a larger house.

Markle, Ind.—The Farmers Grain Co. contemplates the erection of a new elvtr. to take the place of its old house which was built about 23 years ago. The old building will be out of the way about Oct. 1 and some of the material will be used in the new elvtr. which will be operated by electricity. The main part will be built on the old foundation and large sheds will be erected on the sides. A large cob bin will also be constructed.

Indianapolis, Ind.—In view of the fact that some dealers will enter into contracts for the purchase of corn before it will do to harvest and deliver, we want to call attention to the laws of the state, as to verbal contracts. Under our statute, verbal or unwritten contracts for amounts in excess of \$50 are voidable, or in other words, neither party is compelled, as a matter of law, to perform such contracts, so if you must enter into the business of contracting, require the sellers to execute written contracts, setting out fully all the terms of the agreement, including the number of bus., the price, the grade, the time of delivery, etc. If the contracts are worth making at all, they are worth making right, so they will be enforceable. The buyers (the country elvtr. men) will be compelled, as a matter of business policy to take the grain if tendered to them in accordance with the contracts, even if they are verbal and otherwise unenforceable in law.—Chas. B. Riley, sec'y Ind. G. D. A.

IOWA

Eldora, Ia.—E. A. Froning has built an addition to his elvtr.

Waukee, Ia.—Walter Ulery is now agt. of Wright & McWhinney.

Wall Lake, Ia.—Wm. Claussen has his elvtr. ready for operation.

Wever, Ia.—F. H. Mohnike is installing a Hess Grain Drier in his elvtr.

Lake City, Ia.—The Updike Grain Co. is rebuilding and enlarging its cribs.

Maple Hill, Ia.—B. F. Robinson, of Armstrong, has bot the elvtr. at this place.

Nevada, Ia.—The Farmers Grain Co. has spent \$800 on improvements in its elvtr.

Humeston, Ia.—A. Humeston & Sons have installed a gasoline engine in their elvtr.

Ellsworth, Ia.—Tom Freist, of Radcliffe, is now with the Brinton Grain & Coal Co. here.

Bouton, Ia.—Wm. Morgan and Percy Clark have completed a new elvtr. at this station.

Northwood, Ia.—Thompto & Heiny have succeeded P. G. Guidinger in the grain business.

Highview sta. (Webster City p. o.), Ia.—C. I. Hallett is now mgr. of the Farmers Grain Co.

Marshalltown, Ia.—E. B. Cook, of Cook Bros., grain dealers, has purchased a new residence.

Conway, Ia.—The Cooper Grain Co. has its new 11,000-bu. elvtr. completed and in operation.

Lorah, Ia.—A. L. Burnham, prop. of the Lorah Elvtr. Co., will go to Canada for a few months.

Bristow, Ia.—Ed. Granseth, formerly mgr. for Cook & Co., has removed to Montgomery.—P. M.

Sac City, Ia.—W. A. Galbraith, mgr. of the Farmers Elvtr. Co., has purchased a new residence.

Plessis, Ia.—The elvtr. of the L. J. But-ton Elvtr. Co. sustained a slight damage by fire last month.

Pringhar, Ia.—The Farmers Mutual Co-operative Co. has completed its new elvtr. Chas. Pavik is mgr.

Iowa Falls, Ia.—Frank Kamberling has been retained as mgr. of the Farmers Co-operative Elvtr. Co.

Armstrong, Ia.—The Farmers Elvtr. Co. has built a large ratproof feed and seed house.—E. O. Helgason.

Hubbard, Ia.—We are building corn cribs of 8,000 bus. capacity at this station.—Quaker Oats Co., Chicago, Ill.

Whiting, Ia.—Our elvtr. was struck by lightning Sept. 6 and a few shingles were torn off.—E. M. Cassady & Co.

Industry sta. (Ft. Dodge p. o.), Ia.—The capital stock of the Farmers Elvtr. Co. has been increased from \$5,000 to \$10,000.

Buffalo Center, Ia.—The Farmers Elvtr. Co. has not rented its elvtr. at this place as has been reported.—Dan Kelly, mgr.

George, Ia.—L. B. Spracher & Co. have installed a Hall Signaling Grain Distributor in their new elvtr. now being constructed.

Midland, Ia.—E. B. Brommer has succeeded D. F. Sanders, who recently resigned as agt. of the Davenport Elvtr. Co.

Packard, Ia.—The farmers were unable to organize a company to build an elvtr. as they could not raise enuf money.—J. E. Miller.

Meridan, Ia.—Corn cribs, of 8,000 bus. capacity, are being erected by our company at this place.—Quaker Oats Co., Chicago, Ill.

Des Moines, Ia.—We will not have any connection in this city as we have moved our offices to Perry.—Clark Brown Grain Co., Perry.

Sioux City, Ia.—The Board of Trade is supervising the weighing and inspecting of hay. A large automatic truck scale has been installed.

Sioux Center, Ia.—The Atlas Elvtr. Co. has rented the elvtr. of Van Der Berg Bros. which will be operated by Mr. Van Der Berg and his sons.

Summit sta. (no p. o.), Ia.—B. F. Greiner is mgr. of the new elvtr. which has been erected on the C. R. I. & P. This station is in Muscatine county.

Alton, Ia.—The mill, owned by Chas Cannon and Dr. Hamilton, of Paulina, will be remodeled into an elvtr. The plant has not been in operation for years.

Sioux City, Ia.—Logan & Bryan, operating a branch office here with Van P. Wittenmeyer in charge, have applied for membership in the Board of Trade.

Anthon, Ia.—The Quaker Oats Co. is installing a new 10-h. p. Fairbanks Gasoline Engine and a new cup belt and is building corn cribs of 8,000 bus. capacity.

Redfield, Ia.—Wright & McWhinney, of Des Moines, have bot the elvtr. of D. S. Patty and will build a new house. Mr. Patty will retire from the grain business.

Lanesboro, Ia.—Thos. Mead, who recently took charge of the elvtr. of the Farmers Elvtr. Co., has resigned. Henry Wetter is managing the house until a successor is secured.

Sheldon, Ia.—I located in this city Aug. 1 and am covering southeastern South Dakota, southwestern Minnesota and northwestern Iowa for the Rogers Grain Co.—C. L. Johns.

Sioux City, Ia.—Max Cusick and Mike Seamons, each 30 years of age, were arrested recently by Milwaukee R. R. special agents, charged with breaking into a car of wheat.

Armstrong, Ia.—We have taken over the 20,000-bu. elvtr. of E. O. Helgason and placed H. C. Reynolds in charge. Mr. Helgason has retired from the grain business. Quaker Oats Co., Chicago, Ill.

Sac City, Ia.—The new 40,000-bu. elvtr. of the Independent Farmers Elvtr. Co. is now in operation. It is equipped with a cleaner, sheller, electric motors, feed grinder and other modern equipment.

Sac City, Ia.—J. B. Adams is building a 25,000-bu. cribbed annex to his elvtr., which will be 28x24x40 ft. Machinery from the old elvtr. will be used and grain will be carried to the new house by means of a screw conveyor.

Mallard, Ia.—We have just completed repairs on our elvtr. The capacity has been increased to 55,000 bus., 2 dumps and 2 Richardson Automatic Scales installed and the house has been covered with iron.—Farmers Elvtr. Co.

Chatsworth, Ia.—M. Falde, H. M. Angle and T. A. Cooper, members of the Farmers Grain Co. at Hawarden, have purchased the elvtr. of the defunct Farmers Elvtr. Co. at receiver's sale for \$4,600. L. R. Irons, of Fostoria, has been engaged as mgr.

Madrid, Ia.—A curious boy entered the elvtr. of Johnson & Lundahl recently, stepped on the platform of the manlift, threw the break clutch, and was immediately lifted to the top of the building with great speed, as it was weighted for a man of 175 lbs. He hung to the rope until assistance came, thus escaping with badly blistered hands only.

Ayrshire, Ia.—Work is progressing rapidly on the new iron clad 25,000-bu. elvtr. for which M. J. Conry recently let contract to the Younglove Construction Co. It is a cribbed house on a concrete foundation with cement floors thruout, making it fireproof. Equipment includes modern machinery for handling grain quickly and economically. A 2,000-bu. Richardson Automatic Scale, a 15-h. p. gasoline engine, dump, and 7x14 elvtr. buckets have been installed.

KANSAS

Oketo, Kan.—The Oketo Mill & Elvtr. Co. is installing a new oil engine.

Vliets, Kan.—The Farmers Union Elvtr. Co. is building a 10,000-bu. iron clad elvtr.

Tasco sta. (Guy p. o.), Kan.—The Tasco Grain Co. has built a 10,000-bu. iron clad elvtr.

Wetmore, Kan.—J. Heinen, who sold his grain business last June, is now located at Greenleaf.

Fedora, Kan.—The elvtr. of the Oswego Seed & Grain Co. was destroyed by fire last month.

Crawford, Kan.—Gray Bros. have completed a 10,000-bu. elvtr. F. M. Gray will be in charge.

Osgood, Kan.—The Geneseo Grain Co. has built an elvtr. at this place.—J. M. Kendall, Arnold.

Inman, Kan.—John J. Pauls is erecting a private elvtr. on his farm to take care of his own grain.

Ness City, Kan.—L. E. Schroyer is mgr. of our 20,000-bu. elvtr. on the Santa Fe.—Floyd & Holdridge.

Minneapolis, Kan.—Royal Silver bot the elvtr. of Howell-Rhinehart & Co. at receiver's sale for \$2,100.

Wilson, Kan.—The Wilson Mill & Elvtr. Co. has equipped its elvtr. with a Hall Signaling Grain Distributor.

South Haven, Kan.—Wm. Halfhill, formerly agt. of the Aetna Mlg. Co., has removed to Wellington.—P. M.

Russell, Kan.—The Farmers Union Elvtr. Co. is pushing the work on its new 30,000-bu. steel elvtr.—A. L. Boyd.

Amy, Kan.—I am not operating an elvtr. here this season, but am running my elvtr. at Arnold.—J. M. Kendall, Arnold.

Dodge City, Kan.—The Davidson Grain Co. is located on the Rock Island track, but is not in the switching limits.—X.

Johnstown sta. (Lindsborg p. o.), Kan.—The Farmers Elvtr. Co., of McPherson, contemplates the erection of an elvtr. here.

Sand Springs siding (Solomon p. o.), Kan.—We have no elvtr. here yet and have heard nothing recently about building one.—X.

Wichita, Kan.—The Vilm Mlg. Co., operating the Howard Mills, have substituted steam power for electricity, using oil for fuel.

Ransom, Kan.—The Geneseo Grain Co. has built a new elvtr. here. I have sold my elvtr. to C. Z. Miller.—J. M. Kendall, Arnold.

Bayard, Kan.—The Bayard Grain Co. will install a 10-h. p. oil engine and other machinery, as well as make improvements in its elvtr.

Clyde, Kan.—The office of the Brandon Grain Co., of which Chas. Mather is prop., was entered Sept. 9 and an attempt made to rob the safe.

Dodge City, Kan.—The Gould Grain Co. has been organized by W. H. Gould, of Wilroads, Lee H. Gould and W. C. Wilroads, of this city.

Valley Falls, Kan.—Fred Jameson will overhaul and repair the elvtr. of the Leger Mill & Elvtr. Co., which he bot at the recent receiver's sale.

Wichita, Kan.—The Gorvin Flour & Grain Co., operating a warehouse and mill, will hereafter do business as a public warehouse under the law.

Liberal, Kan.—The J. P. Patten Co. has completed a 25,000 bus. cribbed wood covered elvtr. The equipment includes an Invincible Grain Cleaner.

Hutchinson, Kan.—The smokestack at the elvtr. of the Kansas Grain Co. was wrecked in a recent storm. It will be replaced with a new one.

Stafford, Kan.—Perry Crawford is now mgr. of the Independent Co-operative Grain & Mercantile Co., which operates a 20,000-bu. elvtr. at this place.

Wichita, Kan.—More authorities on agriculture will meet at the International Wheat Show, which opens Oct. 4, than ever before in the history of the state.

Norton, Kan.—The Norton Co-operative Ass'n has completed a 15,000-bu. studded iron clad elvtr. equipped with electric power and a Richardson Automatic Scale.

Alamota, Kan.—R. M. Church is mgr. of our 10,000-bu. elvtr. which is located on the Santa Fe. We have recently installed a car loader.—Floyd & Holdridge, Ness City.

Latham, Kan.—An elvtr., equipped with modern machinery, is in course of construction for the Corbin-Riley Lumber Co. It will be completed to handle this year's crop.

Hutchinson, Kan.—The Equity Union Commission Co. has been incorporated with a capital stock of \$10,000 to engage in the grain business. Chas. G. Smith, of Pratt, is mgr.

Robinson, Kan.—The Chas. A. Geiger Grain Co. has built a 20x24 iron clad cob house and a 24x26 iron clad feed room and has installed a manlift and new rat proof dumps.

Mentor, Kan.—The Mentor Elvtr. has been completed. It is a 12,000-bu. modern iron clad elvtr. with a detached power house, and equipped with an Invincible Cleaner.

Homer siding (Russell p. o.), Kan.—The Shellabarger Mill & Elvtr. Co., of Salina, is building a 20,000-bu. frame elvtr. at this station, which is 4 miles east of Russell.—A. L. Boyd, Russell.

Salina, Kan.—The Lee-Warren Mlg. Co. is planning the erection of a three-story 60x30 ft. storage building. Other improvements will be made, including the laying of a new switch track.

Lake City, Kan.—Clarence Martin, mgr. of the Medicine Valley Grain Co., will move the machinery from his alfalfa plant here to Warwick sta. (Bristol p. o.), Colo., to be used in a new plant there.

Brewster, Kan.—The Farmers Elvtr. Co. has let contract to A. F. Roberts for an elvtr. to cost about \$6,000. Work will be started at once so as to have the elvtr. ready for this year's corn crop.

Hutchinson, Kan.—The directors of the Kansas Grain Dealers Ass'n have decided to hold the 19th annual meeting of the ass'n in this city next February. The days have not yet been decided upon.

Tice sta. (no p. o.), Kan.—The Morton Grain Co. and W. P. Kliesen have let contract for elvtrs. of not less than 15,000 bus. capacity to be built on the Dodge City & Cimarron Valley R. R. at a cost of about \$6,000 each.

Beloit, Kan.—The Mitchell County Farmers Union has moved its headquarters from Cawker City to this city. H. E. Witham will continue as mgr. The company operates five elvtrs. in this county.

Sedgwick, Kan.—We have sold our elvtrs. here and at Bentley, Kan., Floydada and Glazier, Tex., and have moved our business to Great Falls, Mont.—Barkemeyer Grain & Seed Co., Great Falls, Mont.

Bucklin, Kan.—We have changed the name of our firm from the Bucklin Co-operative Elvtr. & Supply Co. to the Bucklin Co-operative Exchange and have increased our capital stock from \$10,000 to \$20,000.—P. O. Davis, mgr.

La Crosse, Kan.—The Farmers Union Elvtr. & Mercantile Co. has completed a 12,000-bu. studded iron clad elvtr. The equipment includes a Fairbanks Engine, a Fureka Grain Cleaner and a Fairbanks Automatic Scale.

Norwich, Kan.—The Bartlett Bros. Grain Co., of Winfield, which formerly leased the plant of the Pancratz Mill & Elvtr. Co., has bot it and will remodel it, increasing the capacity of the elvtr. to 25,000 bus. and the mill to 150 bbls.

Lorraine, Kan.—The Lorraine Grain, Fuel & Stock Co. has its new 20,000-bu. elvtr. completed, and are now ready to handle the new crop. The elvtr. is iron clad, with a detached concrete power house and is modern in every respect.

Blaine, Kan.—Harrington & Cummings have completed a 7,500-bu. studded iron clad elvtr. The equipment includes a Fairbanks Engine, a Western Sheller and Cleaner and a Bowsher Feed Grinder. A. F. Roberts had the contract.

Delavan, Kan.—The Delavan Lumber Co. has completed a 10,000-bu. studded iron clad elvtr. The equipment includes a 6-h. p. Otto Engine, a Barnard & Leas Cleaner, a Richardson Automatic Scale and a Van Ness Manlift and a rope drive.

Fort Scott, Kan.—The plant of the Goodlander Mills, owned by the Kansas Flour Mills Co., of Kansas City, Mo., suffered damage to the belts and machinery during a recent violent rainstorm. About 3,000 bus. of ear corn in the elvtr. was damaged.

Clayton, Kan.—J. E. Rule has wrecked part of his old elvtr. and rebuilt it, increasing the capacity to 12,000 bus. The equipment includes a 6-h. p. Otto Engine, a Barnard & Leas Cleaner, a Van Ness Manlift and a Richardson Automatic Scale and a rope drive.

Wells, Kan.—The Wells Co-operative Elvtr. Co. has completed a 15,000-bu. studded iron clad elvtr. The equipment includes an Otto Gas Engine, a Barnard & Leas Cleaner, a Richardson Automatic Scale and a Van Ness Manlift. The R. M. Van Ness Construction Co. had the contract.

Kingsdown, Kan.—We are building a 25,000-bu. elvtr., all steel and concrete, equipped with up-to-date machinery. The White Star Co. has the contract. We are buying and loading with a car loader now and expect to be in our new quarters about Nov. 20.—W. W. Gibbons, mgr. Kingsdown Co-operative Equity Exchange.

Winfield, Kan.—John Rawlins, who operated the large Santa Fe Elvtr. and owned a small mill at Udall, discontinued business about a year ago and removed to Kansas City. He has no successor here. The Kelsy Beverly Elvtr. Co. is also out of business. The only regular grain dealers here now are G. Clinton Adams, John Hayes Grain Co., Alexander Mfg. Co., Baden Vilm Mfg. Co. and ourselves.—Daves & Daves Grain Co.

Hutchinson, Kan.—An alleged mistake in using a telegraf code has caused a suit for \$3,100 to be filed against the Hutchinson Grain Co. by the Cargill Commission Co. of Minneapolis, Minn., in the federal court at Wichita. The Hutchinson Grain Co. sent a code message to the Minneapolis company stating that it could offer 35,000 bus. of wheat at a certain price, it is alleged. The intention was to state 3,500 bus. instead of 35,000, it is asserted.

Walton, Kan.—Claude W. Honn, aged 32 years, was mangled to death Sept. 7 in the machinery in the elvtr. of Moffett & Co. It is that that he caught his foot in a wheel, 3 ft. in diameter, which is 4 ft. from the ground, when he tried to replace a belt while the machinery was in motion. He had resigned as mgr. of the elvtr. about a year ago, but was in charge at the time, as A. R. McGlure, the present mgr., was ill. He leaves a wife and 3 small children.

KENTUCKY

Bradfordsville, Ky.—B. Terhune & Sons have filed a deed of assignment. Liabilities, \$30,644; assets, \$16,472. The estate of the late Lee Terhune, who was killed in June, will be applied to the debts of the company, so that it will be able to pay about 85c on the dollar.

LOUISVILLE LETTER.

Garnett M. Zorn, of the Zorn Grain Co., was married Sept. 6 to Mrs. Annabel Hughes Bankhead.

Patrick J. Welsh, 48 years of age, a grain inspector for the Kentucky Public Elvtr. Co., died Sept. 14, as the result of a stroke of paralysis.

Louisville, Ky.—The Kentucky Feed & Grain Co. has been incorporated with a capital stock of \$10,000 by George E. Hays, Harvey D. Hays and L. Logan Marshall. This company will take over the grain brokerage and feed business of L. L. Marshall in the American National Bank Bldg., with warehouses at Walnut and 14th Sts.

Three youths were suffocated Sept. 9 while playing in the elvtr. of the Louisville Cereal Mills Co. They had made their way to the top of a 4,000-bu. corn bin and had climbed down a ladder into the bin which was almost full, when employees, unaware of their presence, opened the outlets to draw some of the corn into another bin. They were sucked down into the corn and smothered.

LOUISIANA

NEW ORLEANS LETTER.

Bids for the equipment for the proposed grain elvtr. have been opened by the Board of Port Commissioners and referred to the board's engineer.—B.

J. E. Broussard, of the Beaumont Rice Mills, Beaumont, Tex., E. H. Meeks, broker, and G. Saint Laurent, commission merchant, Mayaguez, Porto Rico, were elected to membership in the Board of Trade.—B.

On recommendation of the executive com'te, the Board of Trade amended the by-laws of the exchange, increasing the arbitration fees from \$5 to \$15, when the amount involved is \$100 or more, and fixing the fee at \$5 when the amount at issue or claimed as damages is less than \$100.—B.

The Board of Trade on Sept. 8 appointed G. M. Milam on the grain com'te, to fill the vacancy caused by the death of A. F. Leonhardt. John T. Gibbons, Jr., was appointed chairman and was also appointed on the special com'te on grain elvtrs., of which Mr. Leonhardt was a member.—B.

The Board of Trade has adopted important rules defining terms of shipment for rough and clean rice, and for rice products. These rules are: Rough and Clean Rice—"Immediate:" Within 3 days from date of receipt of shipping instructions, including day instructions are received. "Prompt:" Within 10 days from date of receipt of shipping instructions, including day instructions are received. Rice By-Products: "Immediate:" Within 3 days from date of receipt of shipping instructions, including day instructions are received. "Quick:" Within 7 days from date of receipt of shipping instructions, including day instructions are received. "Prompt:" Within 14 days from date of receipt of shipping instructions, including day instructions are received.—B.

MARYLAND

Baltimore, Md.—John Carroll Fahey, junior member of John C. Fahey & Co., will be married Oct. 6 to Miss Wagner.

Baltimore, Md.—Thirty members of the Chamber of Commerce enjoyed crab feasts recently on the Edgewood fishing shore of Harry M. Rever.

Baltimore, Md.—Henry Stemper, of the Grain Growers Export Co., of New York, N. Y., and Chas. A. Wells have applied for membership in the Chamber of Commerce.

MICHIGAN

Mulliken, Mich.—The elvtr. of McNaughton & Peabody was robbed to the extent of \$3.05.

Pinconning, Mich.—The Pinconning Elvtr. Co. has taken over the coal business of J. C. Chantiny.

Ashley, Mich.—The Ashley Elvtr. Co. has installed new machinery in its elvtr. and remodeled its office.

Caro, Mich.—The Farmers Co-operative Elvtr. Co. will install new grinding machinery in its elvtr.

Port Huron, Mich.—The Producers Elvtr. Co. will open its new elvtr. and bean handling plant soon.

Albion, Mich.—The Stone Mill and Brick Elvtr., built by Jesse Crowell in 1845, was sold at public auction recently.

Port Huron, Mich.—C. E. Oliver, prop. of the Model Mfg. Co., has completed the remodeling of his newly acquired plant.

Farwell, Mich.—Fuller & Harris have been dissolved. W. C. Fuller taking over the interest of his partner, J. B. Harris.

Belleville, Mich.—John B. Harris, of Farwell, has purchased the elvtr. of W. A. Alban and will operate it on his own account.

Peck, Mich.—Middleton & Doelle have purchased a Hall Signaling Grain Distributor for their new elvtr. on the D. E. & C. Ry.

Bradleys sta. (Akron p. o.), Mich.—The stockholders of the elvtr. here held a meeting recently to take some action toward getting the elvtr. in operation.

New Haven, Mich.—S. Jay Baldwin has been re-elected treas. and mgr. and A. J. Bennett has been elected sec'y of our company.—New Haven Elvtr. Co.

Snover, Mich.—The Snover Grain Co. has increased its capital stock from \$10,000 to \$20,000. An addition is being built in which to install a new gasoline engine.

Bad Axe, Mich.—The Bad Axe Grain Co. has been reorganized with W. H. Wallace as pres., Fred W. Kinde, vice-pres. and mgr., and Fred M. Cross, sec'y and treas.

Shepherd, Mich.—Chatterton & Son, of Mt. Pleasant, have bot the Gleaner Elvtr. and will operate it under the name of the Shepherd Elvtr. Co., with Fred Walton as mgr.

Bay Port, Mich.—We have succeeded the Wallace & Orr Co. in the grain business at this place, Pigeon, Elkton, Linkville and Grassmere.—H. E. Henne, mgr. Wallace & Morley Co.

Copemish, Mich.—The Copemish Bean & Grain Co. is building a 30x30 ft. addition to its elvtr. C. C. Bigelow has the work on his new elvtr. well under way. The steel sheathing is now being put on.

Eckford, Mich.—The Frank E. Nowlin Co., of Albion, has bot the elvtr. of Strong Bros. and is installing up-to-date machinery and making other improvements. The company now operates 5 elvtrs.

Ovid, Mich.—E. C. Smith has bot the brick factory which has been used as a warehouse by the Vaughan Seed Co. He has purchased the necessary equipment and will open a grain elvtr. and produce station.

Omer, Mich.—The Omer Mill & Elvtr. Co. has completed its new 35,000-bu. elvtr. It has a 21x36 ft. office and salesroom and a 21x36 ft. warehouse in connection. A Hall Signaling Distributor has been installed in the elvtr. L. C. Sly is mgr.

Richmond, Mich.—Plans for the organization of the Richmond Hay & Grain Co., as successor to the Richmond Elvtr. Co., have fallen thru, and Bert C. Preston, trustee, will proceed to sell the buildings and other property of the defunct company. It is reported that the creditors will receive about 20% of their claims.

The federal authorities have confiscated a large amount of canned beans on account of the edict of the U. S. Bureau of Chemistry which bars beans affected by anthracnose. This disease merely discolors the beans and does not affect the food value. Some beans evidence the disease by displaying small spots resembling iron rust. The edict affects Michigan particularly as 75% of the white beans of the country are grown here.

Grand Rapids, Mich.—The newly appointed Ass'n of Commerce Com'te on flour and grain, made up of Frank A. Voigt, W. S. Rowe, John Higgins and E. L. Wellman, met Sept. 20. The com'te is a revival of a similar one under the old board of trade and the purposes are to put the flour and milling business on a better basis. It is proposed to have an inspector of grain in this market and to compile statistics of flour and grain movement in and out of the city. It was decided to make the standard for wheat 95% true to description, whether white or red, and not to exceed 14% moisture, the red to weigh not less than 55 lbs. to the measured bus., and the white not less than 57 lbs.

MINNESOTA

Hatfield, Minn.—A. Pilling has bot the elvtr. of J. B. Scheier.

Tyler, Minn.—The Lincoln Grain Co. has bot the elvtr. of Hoins & Gale.

Pennock, Minn.—Alfred Ling is now mgr. of the New London Elvtr. Co.

Argyle, Minn.—The Farmers & Merchants Elvtr. Co. is building new coal sheds.

Elmore, Minn.—L. A. Thorstenson is no longer mgr. of the Farmers Elvtr. Co.

Luverne, Minn.—Frank Case of Pipestone is now agt. of the Davenport Elvtr. Co.

Glencoe, Minn.—P. M. Welch, retired grain dealer, died Sept. 1 of heart trouble.

Bloomington, Minn.—The Farmers Elvtr. Co. is building a new warehouse.

Minnesota Lake, Minn.—The Farmers Elvtr. Co. has its new 25,000-bu. elvtr. completed.

Watson, Minn.—An automatic scale has been installed in the elvtr. of the Watson Produce Co.

Montgomery, Minn.—The milling and elvtr. plant of the Commander Mill Co. will be enlarged.

Bricelyn, Minn.—C. F. Langworthy is now agt. for the Speltz Grain & Coal Co. at this station.

Evansville, Minn.—I. H. Harris, of Bathgate, N. D., has leased the elvtr. of the Farmers Elvtr. Co.

Fergus Falls, Minn.—The Red River Mfg. Co. has equipped its elvtr. with a Hall Signaling Grain Distributor.

Morgan, Minn.—Alfred Green, of Caspar Green & Son, elvtr. operators, has taken over the Morgan Roller Mill.

Springfield, Minn.—Chas. Davin will operate his recently acquired elvtr. as the Springfield Grain & Fuel Co.

Glenville, Minn.—E. P. Howe is agt. of our recently acquired elvtr. here.—Speltz Grain & Coal Co., Albert Lea.

Terrebonne, Minn.—The Terrebonne Mfg. Co. has completed its new mill and elvtr. for which it let contract some time ago.

Brandon, Minn.—J. J. Loring has been retained as mgr. of the Farmers & Merchants Union Elvtr. Co. for another year.

Glyndon, Minn.—The Monarch Elvtr. Co. has repaired and is now operating its elvtr. which was damaged by fire a few months ago.

Revere, Minn.—The Farmers Elvtr. Co. has placed a new foundation under its warehouse and is building a new flour shed.

Glencoe, Minn.—The Farmers Elvtr., L. S. & Produce Co. is discussing the removal of its elvtr. to Silver Lake on the Luce Line.

Slayton, Minn.—The St. John Grain Co., which bot the elvtr. of C. L. Todd, is moving it two blocks to a more convenient location.

Karlstad, Minn.—The Atlantic Elvtr. Co. and the Karlstad Roller Mill operate elvtrs. here. We have no Farmers Elvtr. Co. at this station.—X.

Sedan, Minn.—Walter Bunhagen, of Bird Island, is agt. of the elvtr. which the Kellogg Commission Co. has leased from the Woodworth Elvtr. Co.

Chatfield, Minn.—M. Burk has been retained as agt. of the elvtr. which the Winona Seed Co. recently took over from the Western Elvtr. Co.

Rockville, Minn.—Sudler & Kiefe, of Eden Valley, who are buying grain on track at this station, will build an elvtr. next year if crops warrant it.

Avon, Minn.—Thieves broke into the office of the Schmidt Elvtr. Co. Sept. 10 and blew the safe to pieces but secured nothing for their trouble.

Reading, Minn.—Joe Derivan has resigned as mgr. of the Farmers Elvtr. Co. at Lynnvale, Ia., and is now agt. for Moreland & Shuttleworth here.

Duluth, Minn.—E. Rheinberger, who has been with Spencer Kellogg & Sons, Inc., has succeeded the late Harry J. Coney as agt. for the company here.

Faribault, Minn.—The Farmers Co-operative Elvtr. Co. has bot the coal and wood business of F. Cromer and will operate it in connection with its elvtr.

Jasper, Minn.—The E. A. Brown Co. is building a 10,000-bu. concrete elvtr., 20 ft. in diameter and 40 ft. high, to replace the house which burned in August.

Wheatville sta. (Borup p. o.), Minn.—A. C. Ellison, of Grand Forks, N. D., has succeeded me as agt. of the National Elvtr. Co.—A. R. Uecker, Towner, N. D.

Red Lake Falls, Minn.—The Red Lake County Grain Co., which is building an elvtr. on the Northern Pac., is being incorporated with Leo. Steinert as pres.

Pelican Rapids, Minn.—The Heiberg Elvtr. Co. has bot the elvtr. of the Minneapolis & Northern Elvtr. Co. which has been operated by the Dakota Grain Co.

Stacy, Minn.—Frank E. Lilja has completed his new 5,000-bu. elvtr. on the Northern Pac. A gasoline engine has been installed. This is the only elvtr. at this station.—X.

Royalton, Minn.—The Powers Elvtr. Co., Royalton Mfg. Co., and J. G. Bargabas operate elvtrs. here. The report that the Holden Mfg. Co. has a new elvtr. here is incorrect.—X.

Lake City, Minn.—The Tennant & Hoyt Co. will build 4 additional steel storage tanks, with a capacity of 70,000 bus. Contract for the concrete foundation and tunnels has been let.

Carthage Jct. (East Grand Forks p. o.), Minn.—We are now doing business in our new 40,000-bu. elvtr. and have built a coal shed in connection.—Anton Anderson, agt. Monarch Elvtr. Co.

Luverne, Minn.—Peter Boison had his fingers fractured and badly bruised when his left hand caught in the carrier chain, while he was letting down the hopper in the elvtr. of W. F. Lynch.

St. Peter, Minn.—D. C. Harrington has sold his elvtr. on the Omaha track to the Ryder Independent Grain Co., of Ryder, N. D. This will be razed and rebuilt at Ryder to replace the company's house, which burned Sept. 2.

Duluth, Minn.—The Board of Trade will increase its membership of 200. The board of directors has recommended an amendment of the rules so as to remove the limit and permit the sale of memberships by the board at \$5,000 each. Members will vote upon the change Oct. 2. The present price of memberships is \$4,500.

St. Paul, Minn.—Vincent Ferk, a building engineer, has filed suit for \$1,500 against the Equity Co-operative Exchange. He alleges this amount is due for services in preparing plans and specifications for the proposed terminal elvtr.

Faribault, Minn.—The Sheffield-King Mfg. Co. has let contract for two 50,000-bu. steel grain storage tanks, which will bring the total capacity up to 250,000 bus. Another 50,000-bu. tank will be constructed later. G. H. Both has succeeded Bert Perkins as mgr.

Preston, Minn.—The elvtr. of the Farmers Elvtr. Co., which has been operated by the Wykoff Grain Co. under lease for the past 15 years, is closed this year. A. G. Olson has closed his elvtr. also and our house is the only one in operation.—C. L. Moore, agt. Milwaukee Elvtr. Co.

Janesville, Minn.—B. B. Sheffield and W. G. Gooding, of Minneapolis, have purchased the 120,000-bu. elvtr. and 800-bbl. mill of Jennison Bros. & Co. Extensive improvements will be made and the capacity of the mill increased to 1,200 bbls. It will be operated by the Empire Mfg. Co. which has been incorporated by W. G. Gooding, B. B. Sheffield and others.

St. Paul, Minn.—Attorney General Lyndon A. Smith has ruled that the whole state law regarding stock scales has been made invalid by the decision of the United States supreme court in the Bertha case, won by the Great Northern R. R. In that case it was held that railroads cannot be compelled to install stock scales as they are not necessary facilities to transportation.

MINNEAPOLIS LETTER.

A celluloid paper cutter will be mailed free to Journal readers who address the Getchell-Tanton Co.

Elvtr. "L," operated by the Cereal Grading Co., has been declared regular under the rules of the Chamber of Commerce.

J. K. Elliott & Co. have filed a voluntary petition in bankruptcy, with liabilities scheduled at \$44,768 and assets at \$41,978.

The A. Huhn Elvtr. Co. will build a 150,000-bu. concrete elvtr. Owing to the lateness of the season, work will be deferred until next spring.

The right of the Chamber of Commerce to sell a membership to satisfy claims against the owner was recently sustained by the courts. One was sold at auction on the trading floor Sept. 16.

The Cereal Grading Co. has increased the working floor capacity of its elvtr. by 70,000 bus. and has added 270,000 bus. concrete storage. Two 150-ton track scales, one on each side of the elvtr., have been installed.

We are building 4 new tanks at the Exchange Elvtr. which will make the total capacity 600,000 bus. These will be finished about Dec. 1 by the Burrell Engineering & Construction Co. which has the contract.—Pacific Elvtr. Co.

A 600,000-bu. concrete annex is being erected to Elvtr. "K" by the Sheffield Elvtr. Co., which will give it a total storage capacity of 1,250,000 bus. Plans are now being made for a working house to be operated in connection.

Traveling representative licenses have been issued to Geo. L. Gore to represent McCaull-Dinsmore Co., A. W. Griswold to represent the Hoover Grain Co., J. E. Haab to represent the Brown Grain Co., O. T. Griffiths and C. A. Martin to represent McCabe Bros. Co.

Our elvtr. at Minnesota Transfer was destroyed Sept. 18 by fire of unknown origin. It burned completely, except the engine house, which was of brick. The building was fairly well covered by insurance. It had been put in complete condition for the handling of the new crop at quite a number of thousand dollars expense this past summer. As to the erection of a new plant, it is too early as yet to have formulated any plans. There was no grain in the elvtr. to speak of, only around 10,000 bus. of oats and 3,000 or 4,000 bus. of barley.—C. A. Magnuson, pres. Northwestern Elvtr. Co.

Among the increases in elvtr. capacity, either in new buildings or additions, are: Cereal Grain Co., 250,000 bus.; Banner Grain Co., 100,000 bus.; Victoria Elvtr. Co., 100,000 bus.; W. M. Atkinson, new mill and tanks, 150,000 bus.; Pillsbury Co., 300,000 bus.; and Washburn-Crosby Co., 250,000 bus. All the new building is of absolutely fireproof construction.

Wm. R. Bawlf, of the N. Bawlf Grain Co., Winnipeg, Man., and Samuel Phillips, of Rosenbaum Bros., Chicago, Ill., have applied for membership in the Chamber of Commerce. The following memberships have been transferred: From Ralph Bruce to Samuel Phillips, B. F. Schwartz to E. W. Wagner and H. L. Berg to Judd E. Williams. The following request for transfer of membership has been made: From W. H. Graves to A. B. Van Bergen. Firm membership privileges have been granted E. W. Wagner & Co. and corporation membership privileges have been granted Dalton & Gould and the A. J. Atkins Grain Co.

MISSOURI

Higginsville, Mo.—I am not in the grain business at present.—Ed. C. Kruse.

Bland, Mo.—Louis Luchsinger, of Leslie, will have charge of an elvtr. at this point.

Nixa, Mo.—Melvin Cook is operating the elvtr. He recently bot from the Chapman Mlg. Co.—X.

Easton, Mo.—G. W. Helm completed a 14,000-bu. studded elvtr. with drop siding and metal roof.

Tebbetts, Mo.—Extensive improvements have been made on the elvtr. of the Tebbetts Mill & Elvtr. Co.

St. Louis, Mo.—The St. Louis Grain Club held its annual outing and dinner Sept. 9 at the Bellerive Country Club.

Lathrop, Mo.—Guyton & Herrington have installed another Fairbanks Railroad Track Scale. G. H. Birchard had the contract.

St. Louis, Mo.—Walter F. Irvine, aged 52 years, operator of the private wire of Logan & Bryan, of Chicago, Ill., died Sept. 8 of pneumonia. He was the oldest employe of the firm.

Forest City, Mo.—The Forest City Elvtr. Co. has been organized with a capital stock of \$6,000 to succeed the Lander Mill & Elvtr. Co.

Columbia, Mo.—Bush & Son and the Columbia Flour, Feed & Seed Co. have been consolidated under the name of the Columbia Feed & Grain Co. A. C. Bush has sold his interest to J. C. Williams, of O'Fallon, and H. B. Bush will retain his interest but will retire from the active management.

St. Joseph, Mo.—The Burlington Public Elvtr. Co. has let contract for 4 additional reinforced concrete storage tanks of 125,000 bus. capacity, adjoining the Burlington Elvtr. The addition will cost about \$25,000 and will be completed about Nov. 1. This will make the total storage capacity 450,000 bus. Work has already been started by the Burrell Engineering & Construction Co., which has the contract.

KANSAS CITY LETTER.

The Brown Bros. Grain Co. has removed its offices to the Glover Bldg.—P. M.

George L. Nellis, father of L. P. Nellis, of the Kemper Mill & Elvtr. Co., died recently.

A. A. Keller, who has been operating Elvtr. "B" at Newport News, Va., is now in the office of the Norris Grain Co. at this city.

The trading hall of the Board of Trade will be enlarged and the grain tables moved so as to get a north light for inspecting samples.

We engaged in the grain business here about Apr. 1 in the quarters formerly occupied by the B. Strong Grain & Coal Co. Our company is not incorporated but is operated by Fred E. Pratt, formerly in the grain business for 16 years. We make a specialty of millfeed and the order trade for corn, oats, kafir and cane, doing a general brokerage business in these lines.—Pratt Grain Co.

Claude K. Campbell, aged 37 years, an electrician working on the new C. & A. R. R. Elvtr., was struck on the head by a falling plank Sept. 10. He was knocked unconscious and was removed to a hospital.

MONTANA

Victor, Mont.—An annex will be built to the Victor Elvtr.

Belgrade, Mont.—I buy and ship grain on track.—G. R. Powers.

Manhattan, Mont.—I am buying on track at this station.—W. H. Clark.

Fort Benton, Mont.—The Benton Mlg. & Elvtr. Co. is building a warehouse.

Rudyard, Mont.—I am now agt. of the St. Anthony & Dakota Elvtr. Co.—H. R. Hill.

Arrow Creek, Mont.—C. Kennedy is agt. of our elvtr. at this station.—Agt. Montana Elvtr. Co., Ryegate.

Twin Bridges, Mont.—John Ruttle has been retained as mgr. of the Farmers Elvtr. Co. for another year.

Melville, Mont.—The Melville Mlg. Co. is building a frame iron clad mill and is installing a Midget Mill.

Stevensville, Mont.—J. F. Borough & Co. and the May Mercantile Co. are in the grain business here.—C.

Coffee Creek, Mont.—The Montana Elvtr. Co. has rebuilt its elvtr. here.—Agt. Montana Elvtr. Co., Ryegate.

Intake, Mont.—Farmers Grain Co. incorporated; capital stock, \$20,000; incorporators, H. L. Ladwig and others.

Arlee, Mont.—The regular grain dealers here are the Demers Mercantile Co., H. L. Haines and R. J. Holland.—C.

Outlook, Mont.—M. M. Johnson, of Plentywood, has bot the elvtr. of the Farmers Grain & Mercantile Co.

Cushman, Mont.—The Rocky Mountain Elvtr. Co. has built a 25,000-bu. elvtr. here.—Agt. Montana Elvtr. Co., Ryegate.

Brooks, Mont.—The Farmers Co-operative Co. is building a 20,000-bu. cribbed elvtr., wood covered. James Chittick is the mgr.

Accola sta. (Menard p. o.), Mont.—V. Roll is agt. of our recently completed 30,000-bu. elvtr.—Bozeman Mlg. Co., Bozeman.

Harlem, Mont.—E. P. Ekegren is pres. of the newly formed Farmers Elvtr. Co. A site will be procured and contract let for an elvtr.

Coffee Creek, Mont.—I have secured a position as buyer for the Montana Elvtr. Co.—Irvin Blocker, formerly at Assinibria, Sask.

Riebling, Mont.—We operate elvtrs. at this station and at Rocky Spur (Buffalo p. o.).—Rocky Mountain Elvtr. Co., Great Falls.

Townsend, Mont.—The Intermountain Mlg. Co. has elected new officers and will appoint a new mgr. as F. B. Kipp has resigned.

Billings, Mont.—The H. Poehler Co., of Minneapolis, Minn., has established a branch office in this city with W. P. Ladd as mgr.

Menard, Mont.—N. S. Leeper is agt. of our recently completed elvtr. which has a capacity of 30,000 bus.—Bozeman Mlg. Co., Bozeman.

Glengary, Mont.—H. G. McCabe is now agt. of the Montana Elvtr. Co. and D. F. Walsh is agt. of the Western Lumber & Grain Co.

Dooley, Mont.—Work is progressing on the new elvtr. for which the Farmers Elvtr. Co. recently let contract to T. E. Ibberson.

Spring Hill sta. (Belgrade p. o.), Mont.—Our new 30,000-bu. elvtr. is in operation with R. McAuley in charge.—Bozeman Mlg. Co., Bozeman.

Benchland, Mont.—The Benchland Co-operative Elvtr. Co. has completed a cribbed 60,000-bu. elvtr., wood covered. The equipment includes two 15 h.p. Fairbanks Engines and a 2,000-bu. Fairbanks Automatic Scale.

Lambert, Mont.—I am in charge of the elvtr. which the Montana & Dakota Grain Co. took over from the Farmers Elvtr. Co.—P. A. Eck.

Conrad, Mont.—The Farmers Elvtr. Co. has let contract for its new elvtr. Work has been started and the house will be completed about Oct. 1.

Hingham, Mont.—D. C. Tochoche is in charge of the new elvtr. we built here this season.—M. J. Dunn, agt. Montana & Dakota Grain Co., Culbertson.

McElroy, Mont.—The recently organized Farmers Equity Elvtr. Co. incorporated; capital stock, \$15,000; incorporators, J. F. Murray, pres., John Rice and others.

Wibaux, Mont.—The North Side Elvtr. Co. has been organized with a capital stock of \$5,000 by H. B. Hansen and others. Mr. Hansen is also mgr. of the Wibaux Elvtr. Co.

Malta, Mont.—The Imperial Elvtr. Co. has enlarged its elvtr. John Survant has his new elvtr. in operation and the St. Anthony & Dakota Elvtr. Co. has improved its house.

Comertown, Mont.—Peter Bruvold is pres. of the Farmers Elvtr. Co. which is building a 25,000-bu. elvtr. at this station.—O. H. Reitan, agt. Atlantic Elvtr. Co., Dooley.

Great Falls, Mont.—We have engaged in the grain and seed business here, having sold our elvtrs. We will probably buy some elvtrs. here later.—Barkemeyer Grain & Seed Co.

Lambert, Mont.—We have installed a Monitor Flax Cleaner in our elvtr. The Farmers Equity Elvtr. Co. is building an elvtr. here.—E. N. Welker, agt. Occident Elvtr. Co.

Greycliff, Mont.—Oscar Napstad owns and operates an elvtr. at this station which is not shown in the list of Rocky Mountain Grain Dealers.—Reed Point Trading Co., Reed Point.

Whitetail, Mont.—The American-Canadian Farmers Co. has been incorporated with a capital stock of \$25,000 by C. C. Sorenson, A. J. Hindoier and others to build an elvtr.

Three Forks, Mont.—The Farmers Co-operative Ass'n will build a 40x70 ft. hay and storage shed adjacent to its elvtr. H. C. Thompson is pres. and Dick Fabrick, sec'y of the company.

Virgelle, Mont.—Since publication of the list of Rocky Mountain Grain Dealers the elvtr. here has been sold by the Rocky Mountain Elvtr. Co. to the Farmers Produce Co., of Big Sandy.

Fraser, Mont.—We are operating elvtrs. at this station, Oswego and Redstone, in addition to those listed in the list of Rocky Mountain Grain Dealers.—Imperial Elvtr. Co., Minneapolis, Minn.

Plentywood, Mont.—Frank Stone has given up the management of the Montana business of Woodward & Co., of Minneapolis, Minn., and is now mgr. of the Farmers Elvtr. Co. here.

Logan, Mont.—Dan M. Callahan, formerly agt. of the Montana Central Elvtr. Co. here, has been promoted and now has charge of the company's 5 elvtrs. in this county and the one at Harrison in Madison county.

Cut Bank, Mont.—T. J. Larson and T. B. Brombay, doing business as the Cut Bank Grain Co., are building a 16,000-bu. iron clad cribbed elvtr. The engine house is detached. The equipment includes Fairbanks Engine, Automatic and Wagon Scales.

Mussellshell, Mont.—We have just completed a modern elvtr. equipped with the latest improved machinery. While it contains 17 bins the capacity is only 25,000 bus., as we built with the idea of handling grain and not for storage.—W. F. Secor, mgr. Handel Elvtr. Co.

Dooley, Mont.—N. K. Markuson, bot the 25,000-bu. elvtr. of the Standard Grain Co. last July. Lee Munson is operating a 25,000-bu. elvtr. here. We have no scoopers at present but report states that a company will scoop some grain this fall.—O. H. Reitan, agt. Atlantic Elvtr. Co.

Butte, Mont.—The Beebe Grain Co. operates an elvtr. here and not the Bee Grain Co. as shown in the list of Rocky Mountain Grain Dealers.

Harlem, Mont.—The Harlem Mlg. Co. will build an elvtr. in connection with its mill. Another elvtr. will be erected by the Imperial Elvtr. Co. on the site on the Great Nor. which was formerly occupied by the Harlem Mlg. Co.

Dodson, Mont.—The Equity Society is trying to secure the use of the warehouse of B. D. Phillips as the Great Nor. R. R. has refused its application for a site. A track loader will be used for the present.

Hinsdale, Mont.—W. Williams is buyer at the 20,000-bu. elvtr. of the Hinsdale Mercantile Co. O. E. Camburn is agt. of the St. Anthony & Dakota Elvtr. Co., which operate a 25,000-bu. house, and I am buyer for the Imperial Elvtr. Co., operating a 25,000-bu. elvtr.—O. E. Mapes.

Bainville, Mont.—The new 60,000-bu. elvtr. of the Williston Mlg. Co. is covered with Johns-Manville Fireproof Brooks Roofing. Equipment includes a 10-h. p. Fairbanks Engine, a 15-h. p. electric motor, 2 stands of elvtrs. and a 6-ton Fairbanks Dump Scale. C. E. Bird & Co. have the contract.

NEBRASKA

Bluehill, Neb.—The Updike Elvtr. Co.'s elvtr. burned Sept. 22.

Lynch, Neb.—The Farmers Elvtr. Co. is being organized at this station.

Bancroft, Neb.—C. N. Erwin has purchased the elvtr. of the Saunders-Westrand Co.

Gurley, Neb.—The Van Wickle Grain & Lumber Co. has built an addition to its elvtr.

Bancroft, Neb.—The elvtr. of the Benson Grain Co. was slightly damaged by fire in August.

Millerton, Neb.—C. B. Barker, of Rising City, has succeeded the Trans-Mississippi Grain Co.

Shickley, Neb.—I am still agt. of the Central Granaries Co. at this station.—G. W. Powell.

Beatrice, Neb.—The Nebraska Corn Mills Co., of Lincoln, may rebuild its plant which burned last year.

Chadron, Neb.—The Nye Schneider Fowler Co. has opened its elvtr. with Frank Wassmund in charge.

Holdrege, Neb.—The Central Granaries Co. is building a 50,000-bu. elvtr. to replace the house burned Aug. 29.

Grafton, Neb.—Leonard Finnegan is acting as agt. of the Hynes Elvtr. Co. during the absence of Tom Purcell.

Bartley, Neb.—The Duff Grain Co. is increasing the capacity of its elvtr., installing a manlift and other machinery.

York, Neb.—W. V. Macartney, mgr. of the York Mlg. Co., was married Aug. 30 to Mrs. Rosa Carmen, of Orange, N. J.

Valparaiso, Neb.—E. J. Haynes has been retained as mgr. of the elvtr. and lumber yard of the Valparaiso Grain & Lumber Co.

Beaver City, Neb.—H. H. Zieme, formerly mgr. of the Farmers Elvtr. Co. at Stamford, is now mgr. of the Farmers Elvtr. Co. here.

Bloomfield, Neb.—The Sampson-Swanson Co. has bot the elvtr. of H. F. Cunningham, which it has been operating for the past 2 years.

Republican City, Neb.—Robert Ashby of Alma has succeeded F. S. Staples, who recently resigned as mgr. of the Farmers Elvtr. Co.

Elm Creek, Neb.—The Elm Creek Mill & Elvtr. Co. will repair and reopen the mill and elvtr. at this place which has been idle for several years.

Pender, Neb.—The Crowell Lumber & Grain Co., which recently took over the elvtr. of the Benson Grain Co., has closed this house and has taken over the elvtr. of the Saunders-Westrand Co. S. D. Love will be retained as mgr.

Allen, Neb.—The Farmers Union has been organized with A. Waddell as pres. If it cannot buy one of the elvtrs. here a new house will be built.

Enders, Neb.—The F. C. Krotter Co. has installed a Hall Distributor, Special Leg and belting pulleys and shafting furnished by American Supply Co.

Crofton, Neb.—Jos. McEwing has bot the interest of A. H. Philson in the elvtr. of Ruden & Philson and the business will now be conducted as Ruden & McEwing.

Clarkson, Neb.—Emil H. Mrsny, agt. of the Nye Schneider Fowler Co., shot himself in the head Sept. 17. The doctors say he will die. He has a wife and child.

Emerson, Neb.—The Crowell Lumber & Grain Co. is building new approaches to its scales, installing new machinery and painting and covering its elvtr. with iron.

Stamford, Neb.—F. S. Staples, formerly mgr. of the Farmers Elvtr. Co. at Republican City, has succeeded H. H. Zieme as mgr. of the Farmers Elvtr. Co. here.

Trumbull, Neb.—Harry Hultquist, mgr. Farmers Elvtr. Co., is in the hospital at Hastings. While nailing a car door he struck a nail a glancing blow; it bounded into one of his eyes and destroyed its sight.

OMAHA LETTER.

George A. Roberts and Frank H. Brown are each building new residences in Dundee, a suburb of this city.

C. E. Niswonger, of the Blanchard-Niswonger Co., who has been ill since last year as the result of an operation, has practically recovered.

J. H. Bender, of the Cavers, Sturtevant Co., J. G. Wild, who will travel for the United Grain Co. and C. P. Moriarity, who will travel for the Welsh Grain Co. have applied for membership in the Grain Exchange.

Brick work on the new Grain Exchange Bldg. is progressing rapidly and the building will be ready for occupancy by the first of the year. The top floor will be used as a trading floor. Applications for office space are being received daily.

NEW ENGLAND

Rockland, Me.—L. N. Littlehale has completed a 30x100 ft. building to be used for storage and an office.

Camden, Me.—The recently incorporated Western Grain Co. has taken over the grain business of the Talbot Grain Co.

Arctic, R. I.—The office of Frank E. Potter, grain dealer, was entered recently by thieves who obtained 50 cents only.

Westboro, Mass.—Noah Nason, operating a grain business as J. S. Nason & Co., was married Sept. 11 to Miss Lucy Gates.

Boston, Mass.—Edward F. Clapham of New York is now representing Fagg & Taylor of Milwaukee, Wis., at this place.

Fitchburg, Mass.—Checks amounting to \$140.60, stolen from the office of the Rollstone Grain Co., were discovered later in a mail box nearby.

North Cambridge, Mass.—The large grain, coal and hay depot of Clark Bros. burned recently with a loss of \$45,000 on the building and contents.

Bridgeport, Conn.—Michael McNamara, who has been with the Wm. Terry Co., grain dealers, for a number of years, is now head of the company.

New Britain, Conn.—We will not build on the property we recently purchased but will use it for future developments.—Stanley-Svea Grain & Coal Co.

Yarmouthville, Me.—E. T. Hathaway, grain dealer, has built a 20x20 ft. storage addition and a 12x60 ft. building to be used for storage and an office.

Clinton, Mass.—Brockelman Bros. are converting an old armory building into a grain storage house. A spur track from the railroad to the center of the elvtr. is being laid. Cement floors have been laid and other improvements made.

NEW JERSEY

Elizabeth, N. J.—W. C. Bloomingdale has removed to Hanford, Cal.—Wm. C. Bloomingdale, Inc.

Far Hills, N. J.—L. V. Ludlow & Co. are building an elvtr. The present house will be raised 12 ft.

NEW MEXICO

Dedham, N. M.—W. F. Rebellin will build an elvtr. in the near future.

Melrose, N. M.—Burdick & Stone have completed their new 5,000-bu. elvtr.

Albuquerque, N. M.—I represent Bossemeyer Bros., of Superior, Neb., at this city.—D. M. Stevens.

Roy, N. M.—The Wilson Land & Grain Co. will have its elvtr. now under construction, completed to handle this year's crop.

NEW YORK

Malone, N. Y.—George D. Northridge & Son, grain dealers, are building a 3-story iron clad warehouse.

Ogdensburg, N. Y.—The Bill, Bell Co., operating an elvtr., will improve its plant to the extent of about \$20,000.

Jamestown, N. Y.—The Jamestown Electric Mills, operating an elvtr., has increased their capital stock to \$500,000.

Avon, N. Y.—Light Bros. has been incorporated with a capital stock of \$5,000 by E. J. E. Light and others, to handle grain and cereals.

Albany, N. Y.—The West End Feed Co. has leased the building being erected by John S. Righter at the corner of Manning Blvd. and Terminal St., and plans to do a wholesale and retail grain business. Lester W. Herzog will manage the business. The building will contain all the latest improvements in handling grain, including a conveyor for corn and oats, automatic screens and scales. The company expects to be open for business about Oct. 10.—H.

BUFFALO LETTER.

The Globe Elvtr. Co. has started work on its new 100,000-bu. elvtr.

Hauenstein & Co. will build brick and frame grain storage bins at a cost of \$4,000.

The Eastern Grain, Mlg. & Elvtr. Corporation has completed the Concrete Elvtr. which has a capacity of 1,000,000 bus.

John Campbell, 45 years of age, died suddenly of heart disease Sept. 10 while at work as weighmaster at the Dakota Elvtr.

Logan & Bryan, of Chicago, Ill., have moved their branch office in this city to the Marine National Bank Bldg.

Stofer Grain Co., incorporated; capital stock, \$5,000; incorporators, Thos. J. Stofer, H. J. Hannon and B. J. Holbel. Mr. Stofer has been on the grain business for some time and is a member of the Corn Exchange.

NEW YORK LETTER.

E. Ericksen is no longer associated with Maclaren & Gentles, Inc.

Charles Costenbader has succeeded Edward F. Clapham as mgr. of the branch office of Fagg & Taylor, of Milwaukee, Wis.

Milton E. Archer, a partner in the grain option firm of Maguire & Jenkins, has resigned to engage in another line of business.

L. A. Morey, for many years in the grain business here, has organized the firm of Morey & Ellerton with Roy L. Ellerton as his partner.

NORTH DAKOTA

Russell, N. D.—G. E. Metcalf has reopened his elvtr. here.

Barney, N. D.—A. Folsom is now agt. of the Crown Elvtr. Co.

Bantry, N. D.—Clarence Knutson has bot the elvtr. of A. N. Cook.

Munich, N. D.—C. E. Render is now mgr. of the Farmers Elvtr. Co.

Nome, N. D.—I am now agt. of the Monarch Elvtr. Co.—E. M. Lee.

Reynolds, N. D.—The Farmers Elvtr. Co. has completed its new elvtr.

Omeme, N. D.—The Atlantic Elvtr. Co. has no agt. here now.—P. M.

Parshall, N. D.—Jake Damscher is now mgr. of the Farmers Elvtr. Co.

Milnor, N. D.—John Smockstad has leased the elvtr. of the Thorpe Elvtr. Co.

Columbus, N. D.—I am now agt. of the Occident Elvtr. Co.—A. E. Rude.

Sanborn, N. D.—Geo. Hayes, of Eckelson, is now mgr. of the Farmers Elvtr. Co.

Roger, N. D.—P. S. Pierson has purchased the elvtr. of the Royal Elvtr. Co.

Argusville, N. D.—The Anchor Grain Co. has closed its elvtr. at this station.—P. M.

Temvik, N. D.—The Farmers Elvtr. Co. is pushing the work on its new 30,000-bu. elvtr.

Park River, N. D.—The Farmers Elvtr. Co. has added an oats cleaner to its equipment.

Leeds, N. D.—The Farmers Co-operative Elvtr. Co. has its new 50,000-bu. elvtr. completed.

Voltaire, N. D.—Work on the new elvtr. of the Farmers Elvtr. Co. is progressing rapidly.

Eckelson, N. D.—S. B. O'Leary has succeeded Geo. Hayes as agt. of the Cargill Elvtr. Co.

Gascoyne, N. D.—The Gascoyne Equity Exchange has succeeded the Farmers Grain & Fuel Co.

Mott, N. D.—Clarence Fisher, of Sanborn, Minn., is now mgr. of the Mott Equity Exchange.

Olivia sta. (Ruso p. o.), N. D.—I. L. Berge, of Velva, has completed an addition to his elvtr.

Cathay, N. D.—Carl Schwartz is agt. of the Regan & Lyness Elvtr. Co.—T. P. Poppleston.

Nekoma, N. D.—Stewart & Tschabold have succeeded J. G. Stewart. I am mgr.—E. P. Tschabold.

Carrington, N. D.—The Farmers Independent Elvtr. Co. has installed 3 electric motors in its elvtr.

Ardoch, N. D.—Repairs have been made on the elvtr. of the Farmers Elvtr. Co. Mr. Georgeson is mgr.

Amenia, N. D.—The Amenla & Sharon Land Co. is enlarging its elvtr. and building new coal sheds.

Bathgate, N. D.—Fire recently destroyed the elvtrs. of the Dodge Grain Co. and Dopking & Bennett.

Guthrie, N. D.—C. A. Haun, of Drake, will operate an elvtr. at this station, with H. Senecal as mgr.

Balfour, N. D.—The Royal Elvtr. Co. has wrecked its elvtr. and is out of the grain business here.—P. M.

Sharon, N. D.—H. O. Sorenson has been retained as mgr. of the Farmers Elvtr. Co. at an increased salary.

Michigan, N. D.—M. F. Swanton is traveling in this state for the Getchell, Tanton Co., of Minneapolis, Minn.

Mandan, N. D.—The Farmers Elvtr. Co. has purchased a Richardson General Purpose Receiving Separator.

Verona, N. D.—Silver Siverson is assisting James Dunn, agt. at the new elvtr. of the North Star Grain Co.

Colgate, N. D.—C. D. Wheeler has leased the Imperial Elvtr. from E. H. Fuller and will install a new cleaner.

Fullerton, N. D.—Potter, Garrick & Potter, of Webster, S. D., have bot the elvtr. of the Caldwell Elvtr. Co.

Mason, N. D.—We have just completed a 10,000-bu. addition to our elvtr.—Amenla & Sharon Land Co., Amenla.

Buford, N. D.—We have succeeded the Victoria Elvtr. Co. at this station.—Wm. Sison, mgr. Farmers Grain & Mercantile Co.

Williston, N. D.—Richard Payton and A. H. Brown have opened the elvtr. of O. E. Hinehine with Thomas Gardner as buyer.

Arthur, N. D.—I am agt. of the St. Anthony & Dakota Elvtr. Co. at the present time.—L. N. Notvedt.

Judson, N. D.—The Farmers Union Mercantile Co. has engaged K. E. Sherman as mgr. of its new 40,000-bu. elvtr.

Dodge sta. (Halliday p. o.), N. D.—The Farmers Elvtr. Co., of which Mr. McNiel is mgr., is building a 35,000-bu. elvtr.

Blanchard, N. D.—David Williams is now agt. of the State Elvtr. Co.—H. J. Olson, agt. St. Anthony & Dakota Elvtr. Co.

Velva, N. D.—The 30,000-bu. elvtr., for which the Farmers Elvtr. Co. recently let contract to T. E. Ibberson, is completed.

Cashel, N. D.—Joe Pariseau is now agt. of the Victoria Elvtr. Co. and I am agt. of the Andrews Grain Co.—C. W. Crawford.

Brinsmade, N. D.—The 40,000-bu. elvtr. of the Thos. Ose Elvtr. Co. is now being managed by Ben Tester.—F. W. Bowman.

Edinburg, N. D.—The Farmers Elvtr. Co. will install a new cleaner. O. O. Torgerson has been retained as mgr. of the company.

Adams, N. D.—A. M. Higgins is now agt. of the Woodworth Elvtr. Co. and I am agt. of the Atlantic Elvtr. Co.—V. B. Peterson.

Carpio, N. D.—L. Bestland is managing the elvtr. of Olsgard & Thorson and I am mgr. of the Farmers Elvtr. Co.—J. H. Dahl.

Makoti, N. D.—Farmers Equity Elvtr. Co. incorporated; capital stock, \$15,000; incorporators, Otto Johnson, T. O. Senness and others.

Pekin, N. D.—Pekin Co-operative Elvtr. Co., incorporated; capital stock, \$15,000; incorporators, I. P. Quam, J. T. Arlen and others.

Alkabo, N. D.—Farmers Elvtr. Co. incorporated; capital stock, \$10,000; incorporators, A. O. Stene, Fred Heide and others.

Larson, N. D.—Larson Grain Co. incorporated; capital stock, \$10,000; incorporators, G. A. Wenderlin, N. G. and Ruth Nelson.

Alfred, N. D.—Alfred Elvtr. Co., incorporated; capital stock, \$8,000; incorporators, R. A. Werner, Frank Boldt and E. G. Bloedow.

Coulee, N. D.—Ed Morrow, formerly mgr. of the Farmers Elvtr. Co. at Aurelia, is now mgr. of the Farmers Co-operative Elvtr. Co.

Ellendale, N. D.—The Ellendale Equity Union, of which Mr. McDonald is pres., has purchased the elvtr. of the Northwestern Elvtr. Co.

Tipperary sta. (no p. o.), N. D.—Three applications for elvtr. sites on the new side track have been received. This is a new town.

Rugby, N. D.—W. J. Doheny, traveling solicitor for the Gould Grain Co., of Minneapolis, Minn., will make this city his headquarters.

Ashley, N. D.—Farmers Elvtr. Co. incorporated; capital stock, \$15,000; incorporators, J. H. Wishek, W. L. Johnson and Henry Joerke.

Mapleton, N. D.—Mapleton Elvtr. Co. incorporated; capital stock, \$20,000; incorporators, C. N. Noben, W. A. Conant and W. W. Bishop.

Blaisdell, N. D.—Farmers Co-operative Elvtr. Co., incorporated; capital stock, \$10,000; incorporators, J. A. Evenson, Otto Olson and R. C. Finley.

Pettibone, N. D.—Farmers Union Elvtr. Co. incorporated; capital stock, \$10,000; incorporators, Harry R. Danielson, David W. Scott and others.

York, N. D.—R. H. Linn has succeeded me as agt. of the St. Anthony & Dakota Elvtr. Co. here.—O. H. Greensgard, traveling supt., Rugby.

Dodgen, N. D.—Farmers Elvtr. & Mercantile Co., incorporated; capital stock, \$10,000; incorporators, N. Liefgen, E. O. and C. D. Kittelson.

Adrian, N. D.—O. P. Paulson is now mgr. of the Farmers Elvtr. Co., Louis Myers is agt. of the Occident Elvtr. Co. and I am agt. of the Powers Elvtr. Co.—M. A. Anderson.

Sherwood, N. D.—Farmers Co-operative Elvtr. Co. incorporated; capital stock, \$25,000; incorporators, Simon Olsen, A. A. Lane and A. F. Chapdelaine.

Hurdsfield, N. D.—Hurdsfield Co-operative Elvtr. Co. incorporated; capital stock, \$25,000; incorporators, M. J. Vinger, Chas. Delger and Will Martin.

Oriska, N. D.—Farmers Equity Elvtr. Co. incorporated; capital stock, \$10,000; incorporators, Fred D. Montgomery, J. H. Marshall and John Winker.

Walden sta. (Pillsbury p. o.), N. D.—J. H. Poyzer will hereafter act as solicitor for the Cargill Grain Co. of Minneapolis, Minn., with headquarters here.

Kenaston, N. D.—Farmers Co-operative Elvtr. Co. incorporated; capital stock, \$10,000; incorporators, Herman A. Mielke, John Thelen and Albert Stark.

McHenry, N. D.—C. J. Higgins, formerly mgr. of the Farmers Mercantile & Elvtr. Co. at Glenfield sta., is now agt. of the Great Western Grain Co.

Nash, N. D.—I have been managing the elvtr. of the Monarch Elvtr. Co., which succeeded the Duluth Elvtr. Co., for the past 2 months.—D. V. Snelling.

Pleasant Lake, N. D.—The St. Anthony & Dakota Elvtr. Co. has opened its elvtr. here with R. V. Murray as agt.—O. H. Greensgard, traveling supt.

Clifford, N. D.—Clifford Grain Co., incorporated; capital stock, \$10,000; incorporators, J. C. and Emma M. Miller of Page, and R. E. Young, of Hope.

Hazen, N. D.—Work on our new elvtr. is well under way and we expect to be doing business about Oct. 1.—Wm. G. Haffner, mgr. Farmers Elvtr. Co.

Bordulac, N. D.—Bordulac Co-operative Elvtr. Co., incorporated; capital stock, \$10,000; incorporators, Geo. D. Palmer, A. H. Wentland and P. C. Peterson.

Minden sta. (Washburn p. o.), N. D.—Schultz & Son sold their elvtr. to the Atlantic Elvtr. Co., who in turn disposed of it to the Dodge Elvtr. Co.—X.

Portal, N. D.—Roy S. Kell, prop. of the Portal Grain Co., bot the elvtr. of the Farmers Elvtr. Co. and not the Standard Grain Co. as was reported.—P.

Geneseo, N. D.—Wm. H. Johnson has succeeded me as agt. of the St. Anthony & Dakota Elvtr. Co.—Thos. M. Mrachek, agt. National Elvtr. Co., Sherwood.

Crosby, N. D.—I am mgr. of the Farmers Co-operative Elvtr. & Trading Co. An elvtr. will be built at a siding west of this station by J. Norgestog.—A. Benson.

Drayton, N. D.—W. A. Brown is now agt. of the Andrews Grain Co. and A. E. Gulik must is agt. of the Monarch Elvtr. Co.—M. G. Blackseth, agt. Thorpe Elvtr. Co.

Gwinner, N. D.—We have 3 elvtrs. in operation here. Johnson & Friberg did not buy an elvtr. here as was reported.—Geo. Sandback, agt. Thorpe Elvtr. Co.

Pekin, N. D.—The Osago Farmers Elvtr. Co. has decided to sell its elvtr. A cleaner has been installed, new driveway built, and extensive improvements have been made.

Beach, N. D.—Dakota-Western Farmers Elvtr. Co. incorporated; capital stock, \$20,000; incorporators, M. C. Egan, of this city, Duncan McPhee and John M. Zimmer, of Burkey.

Willow City, N. D.—The Great Western Grain Co. has bot the elvtrs. of the Heising Grain Co. at this station, Nanson, Westhope and Bottineau.—O. H. Greensgard, traveling supt., St. Anthony & Dakota Elvtr. Co.

Webster, N. D.—The elvtr. of the Farmers Grain Co. was threatened with destruction when a blaze started from an exhaust pipe. As a nearby tank had just been filled with water the damage was confined to the office.

Lone Tree, N. D.—The E. O. Dickinson Grain Co., incorporated; capital stock, \$8,000; incorporators, R. C. and G. A. Burgess of Devils Lake and E. O. Dickinson of this city. The company recently took over the elvtr. of the Anchor Grain Co. E. O. Dickinson is mgr.

Conway, N. D.—The elvtr. of the Amenla Elvtr. Co. has been closed since last fall. E. H. Stary is now agt. of the Atlantic Elvtr. Co.—W. V. Houdek, agt. Lybeck Grain Co.

Max, N. D.—The Padhola Grain Co., incorporated; capital stock, \$10,000; incorporators, M. H., P. D. and E. R. Podhola. An elvtr. has just been completed by the company.

Harlow, N. D.—E. Beissbarth operates an elvtr. at this station and also at Tilden sta. (Ramsey p. o.) on the Soo. He has no elvtr. at Brinsmade.—F. W. Bowman, Brinsmade.

Rugby, N. D.—I have been promoted to the position of traveling supt. for the St. Anthony & Dakota Elvtr. Co. and will have my headquarters in this city.—O. H. Greensgard.

Dickinson, N. D.—The Farmers Co-operative Union Elvtr. Co. will have its new 50,000-bu. elvtr., for which it recently let contract, ready for business Dec. 1.—McGillivray Elvtr. Co.

Portland, N. D.—The 15,000-bu. elvtr. of the Farmers Elvtr. Co., containing about 8,000 bus. of wheat, burned to the ground when struck by lightning Sept. 13. It will be rebuilt at once.

Sherwood, N. D.—K. M. Haan is mgr. of the Sherwood Grain Co. and J. C. Hogan of Mohall is agt. of the St. Anthony & Dakota Elvtr. Co.—Thos. M. Mrachek, agt. National Elvtr. Co.

Bowman, N. D.—New agts. at this station are: Sam Ellenbaum for the Geo. C. Bagley Elvtr. Co. and Ole Hanson for the Empire Elvtr. Co.—Geo. Olson, agt. Western Lumber & Grain Co.

Baldwin, N. D.—W. E. Lips has been engaged as mgr. of the Farmers Elvtr. Co. I am agt. of the Monarch Elvtr. Co., which recently took over the elvtr. of the Baldwin Grain Co.—Percy Freeman.

Churchs Ferry, N. D.—The Great Western Grain Co. has bot the elvtr. of the Heising Grain Co. and has placed Olaf B. Carlson as agt.—Harry Haugen, agt. St. Anthony & Dakota Elvtr. Co.

Nicholson, N. D.—The Osborne-McMillan Elvtr. Co. has reopened its elvtr., with G. J. Baker as agt. We have a number of scoop shovelers at this station.—J. R. Baker, agt. Atlantic Elvtr. Co.

Minot, N. D.—The recently incorporated Farmers Co-operative Elvtr. Co. has leased the elvtr. which A. A. Robinson bot from the Acme Grain Co. last year. Sever Soine is mgr. of the company.

Westhope, N. D.—The Great Western Grain Co. has bot the elvtr. of the Heising Grain Co. C. C. Garder is the agt. in charge.—O. H. Greensgard, traveling auditor, St. Anthony & Dakota Elvtr. Co.

Southam, N. D.—Farmers Grain & Trading Co., incorporated; capital stock, \$25,000; incorporators, P. M. Teigen and A. L. Smith of Crary, and Ben E. Burt, of this city. A large elvtr. will be constructed.

Hampden, N. D.—We have enlarged our office and installed an adding machine and have built a flour shed and engine room for our new 15-h. p. Fairbanks Engine.—A. M. Haugen, mgr. Farmers Elvtr. Co.

Willow City, N. D.—Clarence Sanderson was struck on the head recently when a plank from the new elvtr. now being built by the Farmers Elvtr. Co. fell from the top, a distance of 30 ft. He was not seriously injured.

Sentinel Butte, N. D.—Geo. F. McCloskey has leased the elvtr. of the Sentinel Butte Grain Co., formerly known as the Hart-Robinson Elvtr. Mr. McCloskey has just resigned as mgr. of the elvtr. of the Billings County Mercantile Co.

Beach, N. D.—New agts. at this station are: J. E. Blair for the J. E. Blair Grain Co.; M. F. Smith, agt., and M. C. Egan, mgr., for the Dakota-Western Farmers Elvtr. Co.; Wm. Zimmerman for the Golden Valley Co-operative Elvtr. Co.; Geo. Elliot for Elliot & Back; and F. J. Lytle for Adam Faris. The Minnesota & Western Grain Co. has closed its elvtr.—Adam Faris.

Grand Rapids, N. D.—The recently formed Equity Elvtr. & Trading Co., incorporated; capital stock, \$10,000; incorporators, M. L. Shockman, John Kinney and E. A. Koontz. The company bot an elvtr. here a short time ago.

Anamoose, N. D.—George Schoesler is now mgr. of the Farmers Elvtr. Co., H. Kreschke is agt. of the Osborne-McMillan Elvtr. Co. and John Dobler is agt. of the Schmidt & Gulack Elvtr. Co.—Martin Suelzle, agt. Woodworth Elvtr. Co.

Arthur, N. D.—The Farmers Elvtr. Co. is operating an electric plant in connection with its elvtr. Electric lights have been installed in the elvtr. I. S. Roberts, formerly agt. of the St. Anthony & Dakota Elvtr. Co., is now mgr. with J. A. Burghum.

Rock Lake, N. D.—The recently organized Farmers Elvtr. Co., incorporated; capital stock, \$10,000; incorporators, S. S. Devore, J. J. Owens, of Minneapolis, Minn., and Louis P. Branca, of Superior, Wis. The company has purchased an elvtr. here.

Berthold, N. D.—The Farmers Elvtr. Co. incorporated; capital stock, \$20,000; incorporators, G. A. Luke, O. M. and Joseph Able. The company is building a 60,000-bu. elvtr. which is almost ready for operation. A. D. Anderson has been re-engaged as mgr.

Oriska, N. D.—The elvtr. of the Farmers Grain Co. containing 6,000 bus. of grain, burned Sept. 14. Loss on the grain, \$8,000, which is covered by insurance; loss on the building, \$7,000. The company will either buy one of the elvtrs. at this point or rebuild at once.

Hankinson, N. D.—M. A. Wiperman, associated with Minneapolis men, has secured the ownership of the elvtrs. of the Atlantic Elvtr. Co. here and at Sonora sta. (Fairmount p. o.) and Stiles sta. (Lidgerwood p. o.). The M. & N. Elvtr. Co. has been organized to operate them.

Burnstad, N. D.—C. P. Burnstad is now sole owner of the Burnstad Elvtr. Co., having bot the shares of P. B. Hinds, T. W. Arntz, Wm. A. Arntz and Chas. Hernet. Mr. Welch will remain as mgr. Chas. Hoberg and Edward Lariviere, of Fargo, have bot the Doyle Elvtr. Mr. Hoberg will be mgr.

Cannon Ball, N. D.—Two new grain storage houses are to be built on the east side of the Missouri river this fall, one opposite this city and the other 7 miles north. These will be convenient for many farmers along the river and the grain will be transported to railroads by the Benton Packet line of boats operating from Bismarck.

Ryder, N. D.—Fire Sept. 2 destroyed the 30,000-bu. elvtr. which C. A. Aafedt, H. C. Miller and B. C. Dickinson took over Aug. 12 from the Atlantic Elvtr. Co. It was valued at \$7,000 and was fully covered by insurance. The driveway of the Farmers Elvtr. Co. which is just east caught fire several times but the elvtr. was saved. Steps have already been taken to rebuild the burned house.

OHIO

West Jefferson, O.—Myron A. Silver has installed electric motors in his elvtr.

Tiffin, O.—W. G. Trumpler will install a new Invincible Cleaner in his elvtr.—G.

Oak Harbor, O.—The Emery-Thierwechter Co. will install a drier in its elvtr. and mill.—G.

Urbana, O.—Leroy Blose, of Blose Bros., grain dealers, died recently at the age of 60 years.

Troy, O.—Henry M. Allen, of the Allen & Wheeler Co., was bereaved recently by the death of his mother.

St. Paris, O.—John H. Myers, sec'y and mgr. of the St. Paris Grain Co., lost his residence by a recent fire.

Lewistown, O.—I operate the only elvtr. at this station. It is located on the T. & O. C. R. R.—C. E. Dalrymple.

Akron, O.—The elvtr. and other property of the defunct Pioneer Cereal Co. were sold at public sale Sept. 9.

Richwood, O.—R. W. Lenox will probably build a new modern elvtr. on the site of his old house which is being dismantled.—G.

Toledo, O.—Bert Boardman, son of A. W. Boardman, mgr. of the East Side Iron Elvtr. Co., has a new baby girl at his home.

Weston, O.—Edward Baldwin has sold a half interest in his elvtr. to Mr. Underwood and the firm will hereafter be known as Baldwin & Underwood.—G.

Fairport, O.—The Baltimore & Ohio Elvtr., which we are operating under lease, has a capacity of over 1,000,000 bus.—Armour Grain Co., Chicago, Ill.

Xenia, O.—I will take possession Nov. 1 of the elvtr. I recently bot from Dewey Bros. and they will go out of the grain business at this station.—C. R. Bales.

McMorran, O.—I am not engaged in the grain business at the present time. I was formerly in the milling business at Metamora, Ind.—F. E. Badgley, Metamora, Ind.

Ross, O.—The Willey-Brown Co. has changed its name to the Willey Grain Co. The company operates elvtrs. at this place, Okeana, Fernald, O., and Peoria and Bath, Ind.

St. Henry, O.—The recently incorporated Western Ohio Grain & Mfg. Co. will build a small elvtr. to be used in connection with its present plant. The company will do a general grain business.

Horton sta. (West Mansfield p. o.), O.—O. W. Carahoo, who bot out the interest of his partner, W. F. Sackett, in the elvtr. cf Sackett & Carahoo, will operate the house alone after Oct. 1.

Van Lue, O.—H. B. Tippin, who owns an elvtr. and represents the Sneath-Cunningham Co. at this place, has completed an addition to his elvtr. and has installed new seed cleaning machinery.—G.

Urbana, O.—The site of the burned elvtr. of the Penna Ry. Co., which had been operated by Yocum & Hagenbuch, will not be used for another elvtr. as the ground has been leased by an oil company.

Cincinnati, O.—M. T. McEldowney, grain dealer at Winchester, Ky., and L. Simon-ton, grain dealer at Lebanon, O., have been admitted to membership in the Chamber of Commerce.—Wm. C. Culkins, supt. Chamber of Commerce.

Arlington, O.—John Schirmer, prop. of the Arlington Grain Co., has added a new addition to his elvtr. and will install a new boiler and build a new power house. This plant is now operated for the account of O. M. Abt & Co., of Ada, succeeding the Sneath-Cunningham Co.—G.

Cleveland, O.—The Grain & Hay Exchange of the Chamber of Commerce, organized July 1, began active work Sept. 16, making uniform the operations of the big jobbers in grains, hay and millfeeds. Eighteen out of the 19 big jobbers of the city are connected with the exchange, which is under the charge of Lee B. Dunham, ass't sec'y of the chamber.

Cleveland, O.—Grain thefts running into thousands of bus. which have long baffled New York Central R. R. detectives were traced to a quartet of men here Sept. 10 and Frank Vouwie, an employee of the New York Central, was bound over to the grand jury, charged with stealing 1,000 bus. of oats from freight cars. The 3 "outside men," as they were known, made the acquaintance of large grain users, almost invariably contractors, to whom they represented themselves as grain dealers. Claiming to be oversupplied, they offered oats, wheat and corn at greatly reduced prices and directed the purchaser to a certain siding in the E. 89th st. yards. They then communicated with Vouwie and his position as clerk made it possible for him to place the car at the designated point. Railroad officials admit this has been going on since April, but they would give no estimate on the amount of grain stolen. Detectives learned, however, that the quartet had collected \$525, \$405, \$170 and \$410 at various times. Of this sum Vouwie's share they say was \$600. He is 29 years of age.

OKLAHOMA

Helena, Okla.—J. A. Jameson is now agt. of the Choctaw Grain Co.

Boswell, Okla.—The W. H. Dancer Seed & Grain Co. has engaged in the grain business.

Enid, Okla.—A new elvtr. is being constructed by R. F. Cummings on a siding east of this city.

Bartlesville, Okla.—We will not build an elvtr. here as was our intention.—Joplin Commission Co., Joplin, Mo.

Tahlequah, Okla.—The Tahlequah Mill & Elvtr. Co. is building a mill in connection with its new 30,000-bu. elvtr.

Guthrie, Okla.—Mr. Gresham, pres. of the Guthrie Mfg. Co., has leased an old factory which he is using for storing grain.

Thomas, Okla.—S. D. Haworth, ass't mgr. of the Canadian Mill & Elvtr. Co. at El Reno, is now mgr. of the Thomas Mfg. Co.

Ituna sta. (Enid p. o.), Okla.—W. N. Coffman is now agt. of the Choctaw Grain Co., which operates an elvtr. on the A. T. & S. Fe.

Beaver, Okla.—Farmers Grain & Elvtr. Co. incorporated; capital stock, \$10,000; incorporators, I. N. Phelps, Chas. Wagner and others.

Fairview, Okla.—We are negotiating with the Fairview Mill & Elvtr. Co. for the purchase of their elvtr.—J. W. Norton, mgr. Home Builders Protective Ass'n.

Haskell, Okla.—Haskell Grain & Elvtr. Co. incorporated; capital stock, \$5,000; incorporators, A. J. and Ida A. Englert of this city and P. A. Gavin of Muskogee.

Gage, Okla.—G. M. Rader bot the elvtr. and other property of the Gage Roller Mills at the recent receiver's sale. He will put the plant, which has been idle for about a year, in operation.

Tulsa, Okla.—I expected to engage in the feed and flour business here some time ago but have been delayed on account of sickness.—H. R. Sheldon, formerly prop. of elvtr. at Hiawatha, Kan.

Poteau, Okla.—We are completing the building of a 50-bbl. Midget Marvel Mill and will handle corn, hay, live stock and will do city weighing.—S. W. Anderson, mgr. Poteau Mill & Elvtr. Co.

Nelson, Okla.—No elvtr. will be built at this station as our company does not intend to construct trackage for serving such an elvtr.—W. K. Etter, supt. A. T. & S. Fe R. R. Co., Arkansas City, Kan.

Knowles, Okla.—We will buy the elvtr. of the Knowles Grain Co. F. C. Housholder is pres. and I am sec'y, treas. and general mgr. of our company.—J. W. Gambs, sec'y Farmers & Merchants Grain Co.

Tonkawa, Okla.—D. J. Donahue, of Ponca City, has bot the elvtr. and mill of the Tonkawa Mill & Elvtr. Co. from Mr. Hardin, of Shawnee. He is operating under his own name, with B. A. Cockrell as wheat buyer.

Haskell, Okla.—The Farmers Mill & Elvtr. Co. organized about July 1 and built a new 85,000-bu. elvtr. on the Midland Valley R. R. C. Peterson is pres., F. B. Harris, vice-pres. and I am sec'y, treas. and mgr.—T. B. Monical.

Frederick, Okla.—Our elvtr. and mill burned to the ground when struck by lightning recently. The loss was fully covered by insurance. We will replace it immediately with a 10,000-bu. elvtr.—Wichita Mill & Elvtr. Co., Wichita Falls, Tex.

Ponca City, Okla.—Ponca City Mfg. Co. incorporated; capital stock, \$60,000; incorporators, T. L., D. J. and J. J. Donahue. The company operates an elvtr. here, with D. J. Donahue as mgr., at Kaw City with T. E. Donahue as mgr. and at Wakita with J. W. Dean in charge. The following elvtrs. are operated under the name of D. J. Donahue: At Red Rock, with W. T. Donahue as mgr.; Bliss, J. T. Scott, mgr.; Tonkawa, B. A. Cockrell, mgr., and Numa, T. M. Elsenrath, mgr.

OREGON

Portland, Ore.—The Merchants Exchange Ass'n appointed a com'te to interview the railroad officials regarding a new demurrage ruling which cut down the time one day for sampling and disposing of cars. Discrimination against Portland was charged as this ruling did not apply at the Puget Sound ports. The matter has been settled and the old demurrage rules restored.

Portland, Ore.—The grain standard com'te of the Chamber of Commerce held a meeting Sept. 7 and set the following standards of all cereals in this state, Idaho and Washington. Samples have been sent to the leading markets of the world, as this standard is the basis for European buying. A standard weight of 58 lbs. was agreed upon for white walla, red walla, export blue-stem and fife wheats. These tests are the same as last year's, except in the case of fife, which was 59 lbs. last season. Standards for milling blue-stem, red Russian and Turkey red wheat, white feed oats, white and blue brewing barley and feed barley will be fixed later, when sufficient samples are available.

PENNSYLVANIA

Pittsburgh, Pa.—G. E. Cook, of W. F. Heck & Co. was married Sept. 2 to Miss Jean Geyser of Carnegie.

Pittsburgh, Pa.—Joseph Lehner, of Verona, has been admitted to membership in the Grain & Hay Exchange.

Bangor, Pa.—The Flory Mfg. Co. is erecting a rye mill to cost \$25,000 which will be operated in connection with its elvtr.

Philadelphia, Pa.—The Commercial Exchange is making improvements, including a new set of mahogany armchairs for the reading and writing tables.

Scottdale, Pa.—An elvtr. and warehouse will be built by the City Feed Store. The company has bot the property which it has been operating under lease.

SOUTH DAKOTA

Lennox, S. D.—Van Bockern & Bossman succeeded Van Bockern Bros.

Bushnell, S. D.—Mr. Ripley, of Aurora, will manage an elvtr. at this station.

Tea, S. D.—The McCaull-Webster Elvtr. Co. has bot the elvtr. of Henry Bruhn.

Fairview, S. D.—T. A. Thorstensen has bot the elvtr. of the Reliance Elvtr. Co.

Florence, S. D.—Schwarzhoff Bros. are building a 6,000-bu. elvtr. on their farm.

Arlington, S. D.—C. A. Carlson & Son are installing electric power in their elvtr.

Nisland, S. D.—George Johnson has succeeded Paul Briggs at the elvtr. of J. D. Duer.

Beebe, S. D.—E. J. McGlenn has bot the elvtrs. of the Skewis Grain Co. here and at Greta.

Marion, S. D.—The South Dakota Grain Co. has the material on the ground for a new elvtr.

Carlyle, S. D.—J. P. Clough, formerly agt. of the Pacific Elvtr. Co., has removed to Faulkton.—P. M.

Clear Lake, S. D.—George A. Paton, formerly of Milford, Ia., has bot the elvtr. of the E. A. Brown Co.

Broadland, S. D.—The Atlas Elvtr. Co. has reopened its elvtr. which has been closed for some time.

Huffman, S. D.—J. R. Cain is my successor here as agt. of the Cargill Elvtr. Co.—Elmer Heitman, Groton.

Madison, S. D.—The A. Larson Elvtr. Co., of Sinal, is our successor here.—German Grain Co., Sioux Falls.

Canova, S. D.—Jos. A. Scroggs, of Beresford, has succeeded Wm. Schmitz as agt. of the elvtr. of J. T. Scroggs.

McKain sta. (Bushnell p. o.), S. D.—The elvtr. of the Davenport Elvtr. Co. was slightly damaged by fire recently.

Brandt, S. D.—The Davenport Elvtr. Co., which has been operating an elvtr. here, has bot the elvtr. of P. J. Peterson.

Mt. Vernon, S. D.—The Mt. Vernon Mfg. Co. has dismantled its old mill and is installing a Midget Mill in its place.

Wagner, S. D.—Albert Meyers has been placed in charge of the elvtr. which J. J. Mullaney took over from M. Wollman.

Orient, S. D.—Farmers Elvtr. Co., incorporated; capital stock, \$10,000; incorporators, C. O. Moberg, Wm. Byrne and others.

Elrod, S. D.—F. E. Cochran and V. A. Anderson of Henry have bot an elvtr. here. It will be managed by Mr. Cochran's son.

Redfield, S. D.—George C. Christian & Co. are building an elvtr. and scales near their mill which has recently been enlarged.

Sioux Falls, S. D.—Frank Funke is in charge of the branch office of the Gould Grain Co., of Minneapolis, Minn., in this city.

Newell, S. D.—Paul Briggs, with J. D. Duer at Nisland for the past 3 years, is now agt. of the Tri State Mfg. Co. at this place.

Pierpont, S. D.—Oral B. Light has bot the old elvtr. of R. P. Roberts and is generally overhauling it. It had been operated by H. C. Chamberlain, but was closed last year.

Winship sta. (Ellendale p. o., N. D.), S. D.—The recently organized Winship Equity Exchange has bot the elvtr. of the Crown Elvtr. Co. and has opened it for business.

Plankinton, S. D.—The Farmers Elvtr. Co. has remodeled the old Truce Elvtr. which it bot last year and converted into a warehouse for flour, feed, twine, salt and machinery.

Gregory, S. D.—Farmers Elvtr. Co., incorporated; capital stock, \$25,000; incorporators, C. E. Jernberg, C. A. Burkhart and Thos. Casey.

Plana, S. D.—Ed Bean, formerly agt. of the Eagle Roller Mills Co. at Columbia, is now acting as grain buyer for the Farmers Elvtr. Co.

Groton, S. D.—I am mgr. of the Merchants Elvtr. Co. which is owned by citizens of this city and a few farmers.—Elmer Heitman.

Saranac sta. (Madison p. o.), S. D.—The recently incorporated Farmers Elvtr. Co. has leased the elvtr. of J. A. Carpenter for the coming year.

Vivian, S. D.—M. King has repaired his elvtr. and has installed a Fairbanks Engine. This is the first year in five that a sufficient crop has been raised to warrant operating the elvtr.

Sitka sta. (Selby p. o.), S. D.—Wm. Fansler, of Selby, is in charge of the elvtr. of J. G. Brady, which has just been reopened for business.

Leola, S. D.—The Leola Equity Exchange has spent \$2,700 on improvements on its elvtr. and has bot the elvtr. and coal sheds of the Pacific Elvtr. Co.—J. W. Wallrich, mgr.

New Underwood, S. D.—The Farmers Co-operative Ass'n has organized and started the erection of an 8,000-bu. elvtr. which will be ready by Oct. 1. C. H. East will be mgr.

Corsica, S. D.—J. D. Hofer, who recently bot the elvtr. of F. F. Mayer, has formed a partnership with I. C. Davis and will conduct the business under the name of Davis & Hofer.

Roswell, S. D.—W. I. Thompson & Co., of Madison, have bot the elvtr. of W. Z. Sharp. We took over Mr. Sharp's lumber business but are not in the grain business.—A. F. Clough & Co.

Eureka, S. D.—The recently incorporated Eureka Equity Exchange is building a 25,000-bu. ironclad elvtr. The equipment includes a 10-h. p. engine, 6-ton dump scale, a 1,000-bu. automatic scale. D. F. Hoag & Co. have the contract.

Yale, S. D.—The elvtr. of the Farmers Elvtr. Co. was destroyed Aug. 29 by a fire which started in a box car nearby. The concrete foundation was not damaged and will be used for a new elvtr., contract for which has been let to the Hickok Construction Co.

Timber Lake, S. D.—The recently organized Farmers Co-operative Ass'n has decided to erect a warehouse on the site granted it by the railroad on its right-of-way. This will care for this year's crop and next year an elvtr. will be built.

Mitchell, S. D.—The Mitchell Corn Palace is decorated annually with 5,000 bus. of ear corn, which is taken off the following year and sold. The corn being put on this year is soft, a little beyond the roasting ear stage, and will not be salable later.—F.

SOUTHEAST

Newport News, Va.—The Virginia Grain Corporation has been formed with N. F. Ketchum as pres.

Norfolk, Va.—The Norfolk & Western Ry. Co. will build an elvtr., the estimated cost of which is \$2,000,000.

Mobile, Ala.—Our elvtr. is not now in operation.—R. V. Taylor, vice-pres.-general mgr. Mobile & Ohio R. R. Co.

Tampa, Fla.—The grain dept. of T. P. Lightfoot & Co. was greatly damaged by an explosion of unknown origin.

Winston-Salem, N. C.—The Farmers Union Agency Co. is having its elvtr. equipped with a Hall Signaling Distributor.

Talladega, Ala.—We are operating our new 10,000-bu. elvtr., which is located on the L. & N. R. R.—Farmers Exchange & Elvtr. Co.

Lynchburg, Va.—R. L. Harvey, vice-pres. of the Farmers Seed & Supply Co., has been entertaining a new baby girl since Sept. 9.

Norfolk, Va.—J. G. Sawyer & Co. have engaged in the grain and hay business. J. G. Sawyer is pres. and R. C. Pierce, sec'y of the company.

Charleston, S. C.—The C. L. Schmancke Grain Co. has been organized by C. L. and Geo. M. Schmancke with a capital stock of \$3,000 to do a general grain and hay business.

Richmond, Va.—The J. A. Tate Co. of Greensboro, N. C., has been admitted to membership in the Grain Exchange. The company recently opened a branch office and warehouse here.

Vicksburg, Miss.—A movement is on foot to operate an elvtr. to take care of the requirements of the farmers in this community who are now diversifying their crops. The exact type of details of design have yet to be worked out.—O. H. Simons, pres. Young Men's Business Club.

Newport News, Va.—Chesapeake & Ohio Elvtr. "A," which burned Sept. 4, contained about 300,000 bus. of grain, which was covered by insurance. The elvtr. was insured for \$200,000 and the 2 steel conveyors, which were destroyed, for \$25,000. Wm. Butter, a watchman, trapped on the top floor of the 11-story structure was burned to death. A German, registered at a Norfolk hotel, made frequent trips to Newport News and disappeared on the night of the fire. It is said the elvtr. will not be rebuilt. The salvage grain has been purchased by the Mayo Mlg. Co. and the Overman-Williamson Co.

TENNESSEE

Memphis, Tenn.—W. D. Moon & Co. have moved their office to their warehouse.

Memphis, Tenn.—John Trenholm is installing a corn sheller in his warehouse.

Memphis, Tenn.—The Aviston Mlg. Co., of Aviston, Ill., has opened an office here and has applied for membership in the Merchants Exchange.

Memphis, Tenn.—E. L. Mofield, of Harrisburg, Ill., who recently engaged in the grain and hay business, is now a member of the Merchants Exchange.

Dyersburg, Tenn.—The 3-story concrete elvtr. of H. A. Klyce & Co. was threatened with destruction by fire recently. The damage was covered by insurance.

TEXAS

Fort Worth, Tex.—The Burrus Mill & Elvtr. Co. will build a brick elvtr. to cost about \$10,500.

Farwell, Tex.—C. R. Holman is building a 10,000-bu. elvtr. which will be completed in the near future.

Fort Worth, Tex.—C. T. Vivion and R. Sauley have applied for membership in the Grain & Cotton Exchange.

Clifton, Tex.—Ben Wilser will manage the 50,000-bu. elvtr. and mill of the recently organized Clifton Mill & Elvtr. Co.

Glenrio sta. (Adrian p. o.), Tex.—The Panhandle Grain & Elvtr. Co., of Amarillo, will build an elvtr. at this place which is a new station.

Glazier, Tex.—We have sold our elvtrs. at this place, Floydada, Tex., Sedgwick and Bentley, Kan.—Barkemeyer Grain & Seed Co., Great Falls, Mont.

Wichita Falls, Tex.—A grain and cotton exchange has been organized in this city. It will receive market quotations on grain, cotton and cottonseed oil.

San Antonio, Tex.—E. H. Grenshaw, formerly sec'y of the Texas Grain Dealers Ass'n, has engaged in the grain, feed and flour business in this city.

Terrell, Tex.—The grain warehouse of the Home Grain Co., J. B. Warren, prop., containing about \$1,500 worth of grain, burned Sept. 16. Insurance, \$1,200.

Abilene, Tex.—We will not build an elvtr. very soon, as we are located conveniently on a siding for handling the various products.—W. Daniels, Abilene Storage Co.

Beeville, Tex.—B. B. Atkins & Son have leased the warehouse of the Farmers Union Warehouse Co. for the coming year and will operate it as a warehouse and grain storage plant.

Lubbock, Tex.—We expect to commence the erection of a 10,000-bu. elvtr. at once for the handling of the kaffir and maize crop at this and nearby points.—Lubbock Grain & Coal Co.

Renner, Tex.—The Plano Mlg. Co. has installed a small mill with a small elvtr. We have a 22,000-bu. elvtr. in operation. L. S. McKinney, E. T. Jackson and myself are the owners and mgrs. of our company.—F. W. Jackson, Renner Elvtr. Co.

Hamilton, Tex.—The elvtr. of H. M. Wieser, containing 25,000 bus. of grain, burst Sept. 12, the top part of the building turning over. About 2,000 bus. of wheat was lost.

UTAH

Kaysville, Utah.—Henry H. Blood is sec'y-treas. and mgr. of the Kaysville Mlg. Co. and not Harry H. Blood, as shown in the list of Rocky Mountain Grain Dealers.

The millers of Utah have recently been advised by the Weights and Measures Bureau of the State that they will be backed in demanding that all wheat, oats, barley and corn sold in the Utah market, sacked, must be sold net weight, and the millers are therefore advising grain dealers and others who supply them with grain that the general practice of weighing sacked grain gross, thus paying for sacks as grain will be discontinued at once. It is expected that the result of this rule will be an increasing of bulk shipments of grain.—Henry H. Blood, Kaysville.

WASHINGTON

Seattle, Wash.—J. A. Campbell & Co. have increased their capital stock.

Centralia, Wash.—Kenworthy & Son, of Tacoma, have opened a branch office in this city with B. Blades as mgr.

Creston, Wash.—The Creston Union Grain Co. has completed its new wooden elvtr. which has a capacity of 120,000 bus. of bulk grain.

Rodna, Wash.—The Northern Grain Co. has built a new warehouse. Wallace Bros. have erected an addition to their warehouse.—X.

WISCONSIN

New London, Wis.—J. P. Thern is completing his new elvtr. here.

Forestville, Wis.—Frank Froemming has opened his elvtr., with John Poh as agt.

Casco, Wis.—The Kewaunee Grain Co. is rebuilding its elvtr. Alex Wilquet is in charge.

Watertown, Wis.—The American Malting Co. will repair and open its elvtr. at this station.

Waupun, Wis.—A. H. Goppelt, of Beatrice, Neb., will engage in the grain business here.

New Butler, Wis.—The Farmers Elvtr. Co. has completed the foundation for its new elvtr.

Two Rivers, Wis.—The Two Rivers Mercantile Co. has completed its new elvtr. and warehouse.

Eau Claire, Wis.—The Red Front Flour & Feed Co. has bot the Northwestern Grain Elvtr.

Lena, Wis.—F. M. Schultz, of Ironton, is now mgr. of the 60,000-bu. elvtr. and mill of the Lena Roller Mills.

Rio Creek, Wis.—Frank Froemming has converted his warehouse into an elvtr., with Frank Prokash, of Algoma, as agt.

Algoma, Wis.—Frank Froemming has opened the elvtr. he recently rented from the Algoma Grain Co., with John Busch as agt.

Delavan, Wis.—The Sage & Fifield Lumber Co., grain dealers, will rebuild its coal elvtr. which was destroyed by a recent fire.

Superior, Wis.—The Duluth-Superior Mlg. Co. has made extensive improvements in its Daisy Mill & Elvtr. and it is now in operation.

Waukesha, Wis.—Lightning, Sept. 10, struck the elvtr. of the Hoag Grain Co., but the resultant fire was extinguished with a pail of water.

Madison, Wis.—The Keyes-Hopkins Co. has engaged in the grain business in the Washington Bldg. The E. G. Hadden Co. will represent the new company at Milwaukee.

Palmyra, Wis.—The Farmers Mlg. & Elvtr. Co. has built a wall between its mill and engine room. Rye bins, of 5,000 bus. capacity, have been constructed and a new office and corn cribs erected.

Eau Claire, Wis.—The Eau Claire Farmers Trading Co., operating a 10,000-bu. elvtr., has been made defendant in a suit brot by Carson, Pirie, Scott & Co., of Chicago, Ill., for the recovery of \$12,734.96 for goods delivered.

Whitewater, Wis.—Bentley Dadmun, prop. and mgr. of Dadmun Bros., operating a 25,000-bu. elvtr. here, has bot the large warehouse of Paul H. Tratt. He will use it for the storage of bran, middling and salt as well as another building which he is repairing.

Madison, Wis.—The Board of Commerce will file complaint with the Wisconsin Railroad Commission and the Interstate Commerce Commission contending that both state and interstate freight rates are discriminatory to southern Wisconsin and that a comparison of tariff rates for 50 and 100 miles shows that Wisconsin shippers do not enjoy the low rate given shippers in surrounding states. The complaint will attack freight rates from and to points east of Chicago, Ill., in C. F. A. and Trunk Line territories, to Madison and adjoining cities.

Madison, Wis.—The Wisconsin statute establishing the legal weight per bu. of different commodities was amended by the last legislature by adding alfalfa and alsike seed to the list and making changes in the list of fruits and vegetables. For wheat, clover seed, alfalfa seed, alsike seed, peas, beans and potatoes the legal weight is 60 lbs. per bu. For corn, rye, lima beans, wrinkled peas, flaxseed and tomatoes, 56 lbs.; rape, buckwheat and millet, 50; barley, Hungarian, 48; castor bean, 46; timothy, rough rice, 45; hemp, 44; barley malt, 34; oats, 32; blue grass and red top seed, 14 lbs.

Superior, Wis.—The Wisconsin Grain & Warehouse Commission Sept. 14 announced the grain grades to be effective during the 1915-16 shipping season. Several changes have been made in the grading, notably in oats and corn, which have been greatly simplified. A considerable number of oats grades which were effective last year have been entirely dropped. The changes in the corn grades are not great. The only change in the rules governing the grading of wheat is one providing that hybrid red durum and western white durum, owing to their inferior milling qualities, shall not be graded higher than No. 2.

MILWAUKEE LETTER.

Thomas Sampson has engaged in the grain business in this city with offices on Michigan St.

The new elvtr. of the Chicago & Northwestern Ry. will have seventy-two 15x30 ft. bins. The building itself will be 231x181 ft.

Clarence A. Brown, of Minneapolis, Minn., and Wm. F. Lodde, of this city, have been admitted to membership in the Chamber of Commerce.

The value of memberships in the Chamber of Commerce has advanced 33½% in two weeks, due, it is likely, to the operation of the rule adopted a year ago, providing for the surrender and cancellation of memberships. Since the adoption of this rule 32 membership have been cancelled. The demand has increased and the supply of saleable memberships is very low.

The C. M. & St. P. R. R. now permits shipments of coarse grains from Montana to be stopped here without extra charge, a reduction of 2c per 100 lbs. Shipments of barley on the C. M. St. P. & O. R. R. from Wisconsin, Iowa, Minnesota and South Dakota will be stopped here in transit on the basis of the direct rate, which eliminates the additional arbitrary for the malting privilege, effective Sept. 25.

WYOMING

Worland, Wyo.—The storage capacity of the plant of the Emmer Products Co. will be increased.

Burns, Wyo.—The Farmers Grain Co. is installing a Hall Signaling Grain Distributor in its new elvtr.

Hillsdale, Wyo.—The Peoples Co-operative Grain Co. is installing a Hall Signaling Grain Distributor in its elvtr.

Cheyenne, Wyo.—The Cheyenne Mfg. Co. will buy the 25,000-bu. elvtr. of the Frontier Mfg. Co. which will more than double its storage capacity.

"Good White Oats."

The Arbitration Com'te of the Grain Dealers National Ass'n decided in favor of E. T. Cusenbolder & Co., of Sidney, O., plaintiffs, against Jonas F. Eby & Son, of Lancaster, Pa., on a contract for the sale of 3 cars of "good white oats" which defendants refused to accept because of excessive dirt and stained and damaged grains.

The Arbitration Com'te, composed of E. M. Combs, Elmer Hutchinson and L. W. Gifford, held that the oats, which after rejection had been forwarded to Washington and Baltimore and officially inspected, filled the contract, stating that:

The decision in this case is governed by what constitutes "good white oats" or "good sound white oats" and it is the opinion of this com'te that in the absence of any particular specifications a fair average quality of No. 3 white oats would come within the requirements of these terms.

The inspection rules of the Grain Dealers National Ass'n, also those of the Baltimore Chamber of Commerce, provide that No. 3 white oats shall not contain more than 3 per cent of dirt, and had these oats been either extremely or excessively dirty or contained an excessive

amount of stained and damaged oats, they would not have graded No. 3 white oats in Washington and Baltimore.

As there is nothing in the evidence to show that the oats were not a fair average quality of No. 3 white oats the com'te holds that defendants were not justified in the refusal of the car and our ruling is that: Jonas F. Eby & Son pay to E. T. Cusenbolder & Co. \$129.38.

Feedstuffs

THE KENTUCKY Feed & Grain Co. has been organized at Louisville, Ky., to take over the feed brokerage business of L. L. Marshall.

THE LEE WARREN Milling Co., Salina, Kan., has arranged to increase its feed output by the erection of a three-story building 60x30 feet.

THE ASS'N of Feed Control Officials will hold its seventh annual convention at the Raleigh Hotel, Washington, D. C., Nov. 18 and 19, 1915.

THE OTTO WEISS Alfalfa Stock Feed Co. has appointed A. J. Waddell as superintendent in charge of the construction of the company's four new buildings at Garden City, Kan.

A LINE of mixed dairy and poultry feeds to be known as the Michigan Farmer Brand will be manufactured by the J. E. Bartlett Co., Jackson, Mich., which recently installed feed grinding machinery.

J. J. BADENOCH Co., Chicago, Ill., has registered the words Kum Boss, set in connection with a heavy black circle, as a trade-mark descriptive of its stock food, claiming use of the term since June 25, 1914.

FIRE recently damaged the feed plant of the Faramel Mfg. Co., Buffalo, N. Y., to the extent of \$25,000. The blaze was first discovered in the stock room, and is thought to have originated from spontaneous combustion.

C. J. MILLIGAN, Sioux City, Ia., has purchased a piece of property at that city which he will at once convert into an alfalfa milling plant. The feed will consist of alfalfa, cracked corn, oats and molasses, the latter for the time being to be imported from Cuba. Machinery for cracking corn will be purchased immediately.

THE MARSHALL Mill & Elevator Co., Marshall, Tex., is installing a large mixed feed plant for the manufacture of feed from alfalfa, ear corn and maize. An underground tank of 15,000 gal. capacity, is being built for the storage of molasses. All feed, including the sacked product, will be handled by machinery.

THE FEED PLANT of the Davidson Mill & Elevator Co., Muskogee, Okla., was destroyed by fire Sept. 12, entailing a loss of \$12,000, partly covered by insurance. Several carloads of grain were also destroyed. Plans are already under way for a large fireproof plant to occupy the site of the burned building. Cost will be approximately \$50,000.

FEEDING of grain sorghums is being recommended by the Dep't of Agriculture as the feed value has been found to be within 10% of that of corn, while the price is much lower. The sorghums are higher than corn in protein content and are readily eaten by stock and poultry of all kinds. Since the kernels are generally hard it is recommended to chop or grind them before feeding.

Clark's Oat Values

are designed to show at a glance the value of any quantity of oats at any price per bushel of 32 lbs. from 10c to 79½c. The use of these tables may be puzzling at first, but a little study will enable anyone to use them with great saving of time and labor.

These tables reduce from pounds to bushels of 32 pounds, and also to dollars and cents on the same page. They are simple, compact and convenient. The pounds are expressed in red figures and the bushels and values are expressed in heavy black figures.

REDUCTIONS FROM POUNDS TO BUSHELS

The pounds are printed in red ink in the column headed "Pounds." The bushels are printed in black ink in the column headed "Bushels" on a horizontal line with the equivalent number of pounds.

It will be noticed that in the pounds column the two right hand digits of each number are in light-faced type, while all the remaining digits are in heavy-faced type. Under the one head, "Bushels" are two columns, the purpose being to condense the table and make it more convenient. The right-hand "Bushels" column contains the reductions from the entire red numbers in the pounds column; while the left-hand "Bushels" column contains the reductions from only the heavy-faced numbers in the pounds column. For example, 10,000 pounds may be read in two ways, "ten thousand" pounds, or (by ignoring the two digits in light-faced type) "one hundred" pounds. In the reduction of 10,000 pounds of Oats to bushels, first find the number 10,000 in the pounds column; then by following the horizontal line to the right-hand "Bushels" column we find that 10,000 pounds equals 312 bushels, 16 pounds; and, on the same line in the left-hand bushels column, we find that 100 pounds equals 3 bushels, 4 pounds.

FOR EXAMPLE

To reduce 62,300 pounds of Oats to bushels:
62,000 lbs. equals 1937 bu. 16 lb.
300 lbs. equals 9 bu. 12 lb.
62,300 lbs. equals .. 1946 bu. 28 lb.

REDUCTIONS TO DOLLARS AND CENTS

To find the value of any weight at a given price per bushel, turn to the page which has that price at the top of the column. The values are expressed in the columns headed by the price per bushel. Thus, to find the value of 10,000 pounds of Oats at 35c per bushel, we first find 10,000 in the column headed "Pounds," then follow the horizontal line across the page to the column headed "35c", where we find \$109.375, the value of 10,000 pounds. And, to find the value of 100 pounds, we merely point off two places to the left in the values column; thus, 100 pounds @ 35c per bushel is worth \$1.09. The value of any quantity at one-quarter, and at one-half cent per bushel is also given.

In some cases a simple addition will be necessary in order to find the value.

FOR EXAMPLE

The value of 4,200 pounds of Oats @ 32c per bushel:
In the 4th line, we have 4,000 lbs. @ 32c-\$40.00
In the 20th line, we have 200 lbs. @ 32c- 2.00
4,200 lbs. @ 32c-\$42.00

Printed on Book Paper and Well Bound, Price \$2.00

GRAIN DEALERS JOURNAL

315 So. La Salle St., Chicago, Ill.

Supply Trade

CHICAGO CALLER: L. E. Taylor of L. E. Taylor & Co., Minneapolis, Minn.

MINNEAPOLIS, MINN.—J. J. Gerber reports an exceptionally fine business. The past year's business has been the largest in the firm's existence of 27 years.

CHICAGO, ILL.—H. W. Johns-Manville Co., on Sept. 7 opened new and larger offices at 18th and Michigan ave.

MINNEAPOLIS, MINN.—Mrs. Mildred E. Shuler, wife of A. F. Shuler, northwestern representative of the Huntley Mfg. Co., died at her home in this city, Sept. 13.

GREAT FALLS, MONT.—The Empire Construction Co. has been incorporated by F. J. Brunckhort, I. W. Richardson and C. F. Holt, with a capital stock of \$40,000 to deal in mill and elevator machinery.

MINNEAPOLIS, MINN.—A truck belonging to the Minneapolis Steel & Machinery Co. was struck by a St. Louis passenger train near the plant of the Archer Daniels Linseed Co., Sept. 23d, killing two men.

FARIBAULT, MINN.—The following have installed the Humphrey Employee's Elevator in their plants: London Mill Co., London, O.; H. C. McEachron, Wausau, Wis.; W. M. Richter's Steam Bakery, San Antonio, Tex.

WICHITA, KAN.—Jos. McGann, a laborer, has entered suit against the Lehrack Contracting & Engineering Co., of Kansas City, to recover damages of \$2,920. He alleges he was struck on the forehead by an iron bar, and was rendered unconscious for three days.

OMAHA, NEB.—The entire stock of elvtr. machinery and scales of the American Supply Co. was sold to G. R. McBride, who will continue to operate under the old firm name until a new catalog has been printed. Copies will be mailed upon request as soon as they are off the press. Jesse Swartz, who has been with the firm for many years, remains as consulting engineer under the new management.

OMAHA, NEB.—The American Supply Co. reports sales of wagon scales to the following parties during the last two weeks: R. F. Buck, Corning, Mo.; Holmquist Grain & Lumber Co., Pender, Neb.; Fremont Foundry & Machine Co., Fremont, Neb.; Colson & Swanson, Concord, Neb.; S. C. Houghton, Milldale, Neb.; Wright Leet Grain Co., Ruskin, Neb.; O'Donnell Grain Co., Merino, Colo.; Crowell Lumber & Grain Co., Winside, Neb.

IF THERE are still extant men who ask the question, "Does it pay to advertise," I know their thinking is of the kind which would lead them to light factories with candles and insist upon the advantages which would accrue if the residents of modern cities still drew their water supply by bucket from the town well. When nations in the greatest struggle of history advertise for armies; when kings and emperors and sultans come down from their thrones to seek the attention of the world and present their pleas and defenses thru the press; when it has become the daily bread of a large part of the world's business, it is indeed a man of limited mentality who still questions the power of publicity.—John H. Fahey, Pres. U. S. Chamber of Commerce.

CHICAGO, ILL.—Grain driers are very much in demand these days. The Hess Warming & Ventilating Co. reports a very lively business in its driers, the following recent sales being made: H. Prang & Son., New Douglas, Ill.; Huron Mlg. Co., Harbor Beach, Mich.; C. Breisch & Co., North Lansing, Mich.; Producers Elvtr. Co., Port Huron, Mich.; Loudonville Mill & Grain Co., Loudonville, O.; Ashton Mlg. Co., Ashton, Ill.; C. E. Nichols & Co., Lowell, Ind.

CHICAGO, ILL.—The Hess Warming & Ventilating Co. reports the following recent sales of the Hess Out Door Conditioner: C. H. Price, Linden, Mich.; A. Moorehouse & Son, Glidden, Ia.; E. Ritter & Co., Marked Tree, Ark.; Arkadelphia Mlg. Co., Arkadelphia, Ark.; Canadian Mill & Elvtr. Co., El Reno, Okla.; Perry Mill Co., Perry, Okla.; W. L. Finson, Monticello, Ill.; Haynes Mlg. Co., Portland, Ind.; McFadden & Co., Havana, Ill. The many sales of this new device reported in these columns during the past few months, indicate that it is gaining in popularity.

MINNEAPOLIS, MINN.—The Richardson Grain Separator Co. reports the following recent sales of its wheat and oats separator: Victoria Elvtr. Co., Minneapolis, Minn.; Powers Elvtr. Co., Eckelson, N. D.; Farmers Elvtr. Co., Tioga, N. D.; Farmers Elvtr. Co., Hartman, N. D.; Farmers Elvtr. Co., Trenton, N. D.; Farmers Elvtr. Co., Honeyford, N. D.; Lone Tree Farmers Elvtr. Co., Lone Tree, N. D.; Equity Elvtr. & Trading Co., Schnable, N. D.; Farmers Elvtr. & Mercantile Co., Columbus, N. D.; Farmers Elvtr. Co., Blabon, N. D.; Lignite Farmers Elvtr. Co., Lignite, N. D.; Fred Carter, Jr., Flaxton, N. D.; McCabe Elvtr. Co., Duluth, Minn.; S. Mason, McCanna, N. D.; Thos. F. Mooney, Kempton, N. D.; Farmers Elvtr. Co., Portal, N. D.; Farmers Elvtr. Co., Powers Lake, N. D.; Cereal Grading Co., Minneapolis, Minn.; Lamb Elvtr. Co., Michigan, N. D.; Farmers Elvtr. Co., West Hope, N. D.; Hettinger Mlg. Co., Hettinger, N. D.; Farmers Elvtr. Co., Hamburg, N. D.; Bainville Mlg. Co., Bainville, Mont.; Nelson Bros., Tioga, N. D.; Equity Farmers Elvtr. Co., Heimdahl, N. D.; Equity Elvtr. Co., New Rockford, N. D.; Bend Flour Mill Co., Bend, Ore.; Equity Elvtr. Co., Brantford, N. D.; Farmers Elvtr. Co., Brinsmade, N. D.

The Bill Collector's Monolog.

I do not pay
Thou dost not pay
He dost not pay
We have no money
You have no money
NOBODY HAS MONEY!

I have paid
Thou hast paid
He has paid
We have paid
You have paid
EVERYBODY HAS MONEY!

CANADIAN GOVERNMENT is seriously contemplating removing the 10c per bushel duty on its wheat as a result of the tremendous 1915 crop. If this is done it will automatically cancel the 10c per bushel assessed Canadian wheat shipped into the United States, and will permit of a free interchange of that grain. Following the removal of the duty on wheat it is expected that similar action will be taken on oats as the crop of that grain in the Dominion is also tremendous when compared with last year.

A Toll Saver

Here is a letter from a firm you all know, based on its experience over a period of five years with the Universal Grain Code.

POPE & ECKHARDT CO.

Grain

Commission Merchants

West. Un. Bldg.

Chicago, June 2, 1915.

Grain Dealers Journal,

Chicago, Ill.

Gentlemen:—

Since its publication we have made use of the Universal Grain Code continually in communicating with our customers, and we cheerfully subscribe to the fact that it is, in our opinion, a high class medium for the use of the Grain Trade and other lines incident to it. We find it not only useful, but that it is also a very efficient medium in saving telegraphic tolls. Most of our customers agree with us in the opinion we express herein covering the utility and usefulness of the book. Naturally, it requires a little study to become familiar with and to be able to make use of it to best advantage, but we cheerfully recommend it as a reliable and useful code for the purpose for which it is intended.

Yours truly,

POPE & ECKHARDT CO.
WNE:S

This is only one letter. Dealers everywhere who have used it pronounce the "Universal" to be far superior to any code ever published for the Grain and Milling Industries.

Its 146 pages of policy bond paper contain 13,745 expressions for modern, present day, trade terms, every one of which means a saving in tolls to you.

Follow the example of Pope & Eckhardt Co. Stop the leaks in YOUR profit account by sending us your order today. Price \$3.00.

Grain Dealers Journal

315 So. La Salle St.

Chicago, Ill.

Supreme Court Decisions

Penalty for Delay in Paying Claim.—The act imposing a penalty of \$50 upon carriers for failure to pay claims within a stipulated time is invalid in so far as it applies to interstate carriers.—*Pinkusson v. Clyde S. S. Co.* Supreme Court of South Carolina. 85 S. E. 1060.

Arbitration.—Where arbitrators are made final judges of the law and the facts and their award is regular on its face, covers all matters submitted, and does not cover matters not submitted, it is binding upon the parties irrespective of any error of judgment as to the law or the facts which the arbitrators may have made in reaching a conclusion.—*Beckett v. Wiglesworth.* Kansas City Court of Appeals, Missouri. 178 S. W. 898.

Warehouse Receipts.—While a warehouse receipt is "negotiable" in the sense that, as between the warehouseman and successive holders, indorsement and delivery operates to transfer title to the property therein described if title was in the person to whom it was issued, yet the true owner cannot be deprived of his property because it has been deposited in a warehouse by another and the receipt has been negotiated to a third person, the same rule applying in case of liens where the deposit is made by the true owner.—*Sanders v. Standard Warehouse Co.* Supreme Court of South Carolina. 85 S. E. 900.

Claim Must be Made in Four Months.—A stipulation in a contract for an interstate shipment of freight that claims for loss, damage, or delay must be made in writing within four months after delivery, or in case of failure to make delivery within four months after a reasonable time for delivery has elapsed, is valid notwithstanding Carmack amendment (Act June 29, 1906, c. 3591, § 7, pars. 11, 12, 34 Stat. 593 [U. S. Comp. St. 1913, § 8592]), making the initial carrier liable for any loss caused by it, or any connecting carrier, and providing that no contract shall exempt the initial carrier from the liability imposed.—*Stevens & Russell v. St. Louis S. W. Ry. Co.* Court of Civil Appeals of Texas. 178 S. W. 810.

Sale of Crop.—As between the contracting parties, the owner of a crop of wheat and the persons harvesting same and as against third person having no lien, an agreement that the owner should sell the wheat and pay the proceeds into a bank to be applied in satisfaction of his debts, priority being given to the bill for harvesting, was valid. Evidence held to overcome the presumption arising from a memorandum of sale, and to show that a person sold certain wheat, not as his own, but as the representative of his creditors, pursuant to an agreement with them that the proceeds should be paid into a bank in satisfaction of his debts, priority being given to the bill for harvesting.—*Puget Sound Warehouse Co. v. La Hue.* Supreme Court of Washington. 150 Pac. 630.

Warranty of Seed.—Where seed is sold to a dealer under a warranty that it is of a special variety, and the dealer in turn sends it to a grower, the warranty is carried forward to the ultimate purchaser, if it appears that such understanding was part of the first sale, and the measure of damages for breach of warranty is the difference in market value between the crop produced and such crop as the specified variety of seed would have produced under like conditions. The purchaser of seed warranted to be of a specified variety, and which he resells to a grower, may recover from the dealer the actual loss due to misrepresentation as to the variety although he has not liquidated his liability to the subvendee for breach of warranty.—*Buckbee v. P. Hohenadel, Jr., & Co.* U. S. Circuit Court of Appeals, Seventh Circuit. 224 Fed. 14.

Shipper Can Maintain Suit for Purchase Price on Buyer's Refusal to Pay Draft with S/O B/L.—Plaintiff contracted to sell to defendant 1,500 boxes of prunes, to be shipped by water from California to New York. Payment was to be made by defendant 10 days after shipment, on presentation of draft with B/L, etc., attached. The parties knew that the prunes could not arrive inside of 3 weeks. Held that, under Sales of Goods Acts (Laws N. Y. 1911, c. 571) § 144, subds. 1, 2, which provides that "where, under a contract to sell or a sale, the price is payable on a day certain, irrespective of delivery or of transfer of title, and the buyer wrongfully neglects or refuses to pay such price, the seller may maintain an action for the price, altho the property in the goods has not passed, and the goods have not been appropriated to the contract," on defendant's refusal to pay the draft when duly presented, plaintiff could maintain an action for the price, although it was named as consignee in the B/L and the title to the goods had therefore not passed.—*Lipschitz v. Napa Fruit Co.* U. S. Circuit Court of Appeals, Second Circuit. 223 Fed. 698.

Negligent Management of Vessel.—The steamship Schuck, after loading with grain and while waiting in Duluth harbor for navigation to open, was made fast to another loaded vessel of the same owner, starboard to starboard, the Schuck headed toward the northwest. Warning was given in the evening by the signal station of the coming of a storm from the northeast with a velocity of not less than 40 miles an hour. Both vessels were of steel, and were more than 400 feet in length. Neither had steam up, and no precautions were taken against the storm, which before morning caused their anchors to drag and drove them broadside across the harbor and against the shore, where the rubbing of the other vessel cut the rivets on the side of the Schuck which let in water and damaged her cargo. Held, that her master was negligent in not placing her under steam when warned of the storm and separating her from the other vessel, so that she could swing with the wind, and that she was liable for the cargo loss.—*Gilchrist Transp. Co. v. Boston Inv. Co.* U. S. Circuit Court of Appeals. 223 Fed. 716.

Contract for Wet Grains from Brewery.—A contract binding a company operating a brewery to sell to a person, who installed at considerable expense a drying plant, all wet grains "produced from the brewing * * * and to continue so to do for a period of five years, * * * or until 500,000 barrels of beer shall have been brewed," if it obligated the brewery company to operate the brewery plant during the 5-year period, required it merely to furnish the wet grain product thereof up to the product of 500,000 barrels, if it brewed that amount in that period, and did not obligate it to furnish 500,000 barrels if, though operating the full period, it would have brewed a less amount. Such contract obligated defendant to furnish plaintiff the wet grain product of its brewery plant only so long as it should, within the 5-year period, continue to operate its plant, though plaintiff had bound himself to expend and did expend a large sum of money in installing his drying plant, and did not obligate it to continue to operate its plant and furnish such product during the entire 5-year period.—*Wigand v. Bachman-Bechtel Brewing Co.* Supreme Court of New York. 154 N. Y. Supp. 842.

THE NEW ELEVATOR of the Manchester Ship Canal Co., Manchester, England, is now handling grain altho the building is not entirely completed. The elevator is of reinforced concrete construction and the insurance rate 2s. 6d. per 100 pounds per annum.

EXPLOSIBILITY of dust is to be demonstrated by the United States Bureau of Mines at the San Francisco Panama Pacific Exposition. A huge gun, loaded with dust, is to be placed in a trench 150 feet long and six feet deep and the dust ignited by the discharge of a small caliber cannon inside the larger gun.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

C. & A. in 259-A quotes rates on grain and grain products between Mo. stations on the C. & A. Ry., effective Sept. 20.

C. B. & Q. in Sup. 14 to 1346-D quotes rates on grain and grain products between Chicago, Peoria, Ill., and other Ill. stations on the C. B. & Q., effective Oct. 1.

C. & A. in Sup. 12 to 1609-C quotes rates on grain, grain products and seeds from Chicago, Peoria, Ill., St. Louis, Mo., to other stations in Mo., effective Sept. 30.

C. B. & Q. in Sup. 11 to 1346-E quotes rates on grain and grain products from Chicago, Peoria, Quincy, E. St. Louis, Ill., to other stations in Ill. on the C. B. & Q. Ry., effective Oct. 1.

C. B. & Q. in Sup. 17 to 3662-E quotes rates on grain, grain products and seeds when shipped in connection with the I. & St. L., Q. O. & K. C., R. P. L. & N., or the T. & N. Rys., effective Oct. 11.

A. T. & S. F. in Sup. 12 to 5655-U quotes rates on grain, grain products and broom corn from points in Kan., Colo., N. M., Okla., and Superior, Neb., to Galveston, Port Bolivar and Texas City, Tex., when for export, effective Oct. 5.

C. B. & Q. in Sup. 48 to 1800-B quotes rates on grain, grain products, broom corn and seeds, from stations west of the Missouri River to Chicago, Peoria, St. Louis, St. Paul, Minneapolis, and Duluth, effective Oct. 5.

C. & A. in Sup. 13 to 1609-C quotes rates on grain, grain products and seeds from Chicago, Peoria, Ill., and St. Louis, Mo., to Rondout, and Waukegan, Ill., and stations in Mo., effective Sept. 20.

M. C. in Sup. 11 to 9078-B quotes rates on grain and grain products from stations on the M. C. Ry., west of Detroit and St. Clair Rivers, to eastern United States and Canadian basing points, effective Oct. 5.

A. T. & S. F. in Sup. 18 to 7481-D quotes rates on grain products and seeds from stations in Kan., Colo., and Okla., also Kansas City, St. Joseph, Mo., and Superior, Neb., to points in Ala., Ark., La., Mo., Miss., and Tenn., effective Oct. 5.

Can. Pac. in Sup. 7 to E-2316 quotes rates on wheat and oats from Detroit, Mich; Goderich and Port McNicoll, Ont.; to its stations and connections; also on wheat and oats when milled in transit and product is reshipped, effective Canada Aug. 16, interstate Sept. 13.

C. B. & Q. in Sup. 19 to 6786-D quotes rates on grain and grain products from stations on the C. B. & Q., and C. A. & De K. Rys., to Louisiana, Mo.; Brookport, Cairo, Metropolis, Mounds, Ill.; Evansville, Ind.; Cincinnati, O.; Paducah and Louisville, Ky., effective Aug. 20.

C. & A. in Sup. 15 to 1596-B quotes rates on grain and grain products from stations in Ill., on the C. & A., C. I. M., and C. & N. W. Rys., to Memphis, Tenn., New Orleans, La., Mobile, Ala., Jackson, Meridian, Hattiesburg, Miss., and Helena, Ark., and to Key West, Pensacola, Fla., Mobile, Ala., New Orleans, Port Chalmette and Westwego, La., when for export, effective Sept. 5.

A. T. & S. F. in Sup. 25 to 5702-D quotes rates on broom corn, pop corn and seeds from points in Kan., Colo., and Okla., also Superior, Neb., and Joplin, Mo., to Kansas City, St. Joseph, Mo., Atchison, Leavenworth, Kan., Omaha, Lincoln, Neb., Sioux City, Ia., Chicago, Peoria, Ill., St. Louis, Mo., St. Paul, Minn., and rates on corn husks from stations in Oklahoma to Chicago, St. Louis, East Fort Madison, Fort Madison, and Missouri River points, effective Oct. 5.

C. R. I. & P. in Sup. 12 to 19687-G quotes rates on grain, grain products, seeds and broom corn from Missouri River stations and other stations in Ill., Ia., Minn., and S. D., to Mississippi Valley points and other stations in Ala., Ark., Fla., La., Miss., Tenn., and Tex., effective Oct. 5.

C. B. & Q. in Sup. 20 to 6786-D quotes rates on grain and grain products from stations in Ill., also Mississippi River points, Dubuque, Ia., to Louisiana, Mo., inclusive, to Brookport, Cairo, Metropolis, Mounds, Ill., Evansville, Ind., Cincinnati, O., Paducah and Louisville, Ky., effective Oct. 1.

C. R. I. & P. in Sup. 6 to 19690-G quotes rates on grain, grain products, seeds, broom corn and corn husks, from stations in Colo., Ia., Kan., Mo., Neb., N. M., and Okla., to Little Rock, Ark., Memphis, Tenn., New Orleans, La., and on corn from Memphis, Tenn., to stations in Okla., effective Sept. 30.

C. R. I. & P. in Sup. 12 to 19690-F quotes rates on grain, grain products, seeds, broom corn, and corn husks from stations in Colo., Ia., Kan., Mo., Neb., N. M., and Okla., to Little Rock, Ark., Memphis, Tenn., New Orleans, La., and on corn from Memphis, Tenn., to stations in Okla., effective Sept. 30.

C. R. I. & P. in Sup. 16 to 29329-A quotes rates on grain, grain products and seeds from Albright, Neb.; Armourdale, Atchison, Fort Leavenworth, Leavenworth, Kan.; Council Bluffs, Ia.; Kansas City, St. Joseph and Sugar Creek, Mo., to stations in Ill., Ind., Ia., Minn., Mo., S. D. and Wis., effective Sept. 20.

C. B. & Q. in Sup. 25 to 4000-B suspends rates on grain, grain products and seeds from Chicago, Peoria, Ill.; St. Louis, Mo.; Minneapolis, St. Paul, Minn., to stations in Ia. and Mo., and from stations in Ia. and Mo. to Brookport, Metropolis, Cairo, Ill.; Memphis, Tenn.; Mobile, Ala.; New Orleans, La.; until Oct. 29.

C. R. I. & P. in Sup. 13 to 19687-G quotes rates on grain, grain products, seeds, hay and broom corn from Missouri River stations and other points in Ill., Ia., Minn., and S. D., on the C. R. I. & P. and K. D. M. Rys., to Mississippi Valley points and other stations in Ala., Ark., Fla., La., Miss., Tenn., and Tex., effective Oct. 15.

C. & A. has canceled its special rates on wheat from Missouri stations to Chicago for beyond and provides for rates on basis of the old differential of 3c per 100 lbs. above the new rates to St. Louis, making interstate rate to St. Louis and E. St. Louis the same as intrastate rate, effective Sept. 20.

A. T. & S. F. in Sup. 33 to 5588-J quotes rates on grain and grain products from points in Kan., Colo., Mo., and Okla., to Kansas City, St. Joseph, Mo., Atchison, Leavenworth, Kan., Chicago, Peoria, Ill., and Mississippi River points; also to or from Omaha, So. Omaha, Lincoln, Neb., Council Bluffs and Sioux City, Ia., effective Sept. 1.

C. R. I. & P. in Sup. 24 to 13207-F quotes rates on grain, grain products and seeds from Albright, Omaha, So. Omaha, Neb., Armourdale, Kansas City, Leavenworth, Atchison, Kan., Council Bluffs, Ia., Kansas City, North Kansas City, St. Joseph, Mo., to stations in Ill., Ind., Ia., Mich., and Wis., on connecting lines, effective Oct. 2.

C. R. I. & P. quotes an export rate of 27.2c on wheat and 26.2c on corn from Tucumcari and Adberg, N. M., to Galveston, Tex.; 26.2c on wheat and 24.7c on corn from Oil Spur, San Jon and Bard, N. M.; 27.7c on wheat and 26.7c on corn from Hanley, Hudson, Logan, Mater, Montoya and Canoda, N. M.; 28.7c on wheat and 27.7c on corn from Obar, Los Tanos and Cuerdo, N. M.; 25.7c on wheat and 23.7c on corn from Endee, N. M.; 26.7c on wheat and 25.2c on corn from Lesvia, N. M.; 29.2c on wheat and 28.2c on corn from Naravisa, N. M.; 28.2c on wheat and 27.2c on corn from Sand Springs and Newkirk, N. M., and 29.7c on wheat and 28c on corn from Santa Rosa, effective Sept. 30.

Mo. Pac. quotes an export (except to Europe, Asia and Africa) rate of 12.2c on wheat and 11.2c on corn, oats, rye and barley from East St. Louis, Ill., and Carondelet and St. Louis, Mo.; to Gretna, New Orleans, Port Chalmette and Westwego, La.; and a rate of 11.2c on wheat, corn, oats, rye and barley (when for export to Europe, Asia and Africa), effective Oct. 5.

C. & A. in Sup. 16 to 1596-B quotes rates on grain and grain products from stations in Ill., and Louisiana, Mo., to Memphis, New Orleans, Mobile, Jackson, Meridian, Helena, Hattiesburg and other points in the states of Ala., Ark., Fla., La., and Miss., and when for export to Key West, Mobile, New Orleans, Pensacola, Port Chalmette and Westwego, effective Oct. 1.

C. & A. in Sup. 3 to 1651-B provides that the minimum weight of corn, except corn in the ear, shall be 6,000 lbs. less than the stenciled capacity of car, corn in the ear to be subject to the following minimum weights, except where cars are loaded to full visible capacity, in which case actual weight, but not less than 30,000 lbs. will govern: When loaded in car 28 feet or under, inside measurement, 30,000 lbs.; 34 feet and over 28 feet, 46,000 lbs.; over 34 feet, 54,000 lbs.; when corn in ear is to be shelled in transit cars must be loaded to full visible capacity and if actual weight of the out-turned shelled corn is lower than 6,000 lbs. less than the stenciled capacity, actual weight of the shelled corn may be accepted, but if ear corn is not loaded to full capacity the minimum weight on shelled corn will be 30,000 lbs., effective Sept. 15.

M. P. quotes the following rates from Kansas City, St. Joseph, Mo.; Atchison, Leavenworth, Kan., to Aberdeen, Columbus, Starkville, West Point, Miss., corn and bran 26.5c, wheat 29.5c; Corinth, Miss., wheat 28c, corn 25c, bran 25c; Holly Springs, Miss., wheat 27c, corn and bran 25c; Jackson, Tenn., wheat 29c, corn 26c, bran 25c; New Albany, Miss., wheat 28.5c, corn 25.5c, bran 25.5c; Silver City, Miss., wheat 23c, corn and bran 22c; Tupelo, Miss., wheat 28.5c, corn and bran 25.5c; from Council Bluffs, Ia.; Nebraska City, Omaha, South Omaha, Neb., to Aberdeen, Miss., wheat 30.5c, corn 27c, bran 27.5c; Columbus, Miss., wheat 30.5c, corn and bran 27.5c; Holly Springs, Miss., wheat 28c, corn 25c, bran 26c; Jackson, Tenn., wheat 29c, corn 26c, bran 27c; New Albany, Miss., wheat 29.5c, corn 26c, bran 26.5c; Silver City, Miss., wheat 24c, corn and bran 23c; Starkville, Miss., wheat 30.5c, corn 27c, bran 27.5c; Tupelo, Miss., wheat 29.5c, corn 26c, bran 26.5c; West Point, Miss., wheat 30.5c, corn and bran 27.5c, effective Sept. 15.

WE WOULD not think of trying to do business without the Grain Dealers Journal.—J. D. McKee, mgr., Blanchard Grain Co., Blanchard, Ia.

A NEW WORLD'S record for unloading grain is believed to have been established at Superior, Wis., Sept. 18, when the Great Northern Elevator "S" unloaded 423 cars in 13½ hours. The former record was 288 cars, also held by the same plant.

KANSAS FARMERS at 32 stations are building various types of storage tanks for the present crops and one country banker, since harvest has loaned \$77,000, indicating that the growers are in deadly earnest about holding the grain for their own price.

THE JUTE TRADE of New South Wales, at a recent meeting, protested against the Australian Government's interference in the matter of supply of grain sacks. The jute trade believes it can provide all of the sacks necessary for the coming harvest. The yield of wheat this year will require approximately 150,000 bales of sacks.

SALES SHIPMENTS and RETURNS BOOK

is invaluable to the country grain man in keeping record of his sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10¼ x 16¼ inches, used double. The left-hand pages are ruled for information regarding Sales and Shipments; the right-hand pages for Returns. Under Sales the column headings are Date, Amount Sold, Price, Grain, Terms. Under Shipments are Date, Car No. and Initial, Our Weights, In Bushels, Grade, Route, Rate. Under Returns are Destination Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

No. 14AA contains 76 double pages, with room for records of over 2,200 cars. It is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper.

Price, \$2.00

GRAIN DEALERS JOURNAL
La Salle Street, Chicago.

Affidavit of Weight

WHEN YOU find it necessary to make a sworn statement of the amount of grain loaded into a car, use our AFFIDAVIT of WEIGHT blanks.

They are put up in books of 50, size 5½ x 8½ inches, printed on white bond paper, machine perforated so they may be easily torn out. Each blank contains the following information:

—being first duly sworn, on his oath says that on the — day of — 191—, he, acting as agent for — at — in the State of — carefully and correctly weighed — draughts on — Hopper — Automatic — Wagon — Track Scales amounting to — lbs. equal to — Bushels of No. — and loaded direct or thru bin to Car No. — Initial — for shipment to Messrs. — at — in the State of — and that said car was in — condition and properly sealed when delivered to the — Railroad; with space for signature of Notary Public. ORDER FORM No. 7 A. W. Price 50c.

GRAIN DEALERS JOURNAL
315 South LaSalle St. Chicago, Ill.

Record of Cars Shipped

FORM 385 is a book designed especially for country shippers in keeping a complete record of each car of grain shipped. Reproduced herewith are the column headings and rulings of both the right and left hand pages.

Together with "Wagon Loads Received," it forms a very good set of books for a country dealer.

The book contains 160 pages of linen ledger paper, each 9½ x 12 inches, ruled 29 lines to a page, so as to give the book spaces for recording 2,320 car loads. It is well bound in strong boards with leather back and corners. Price, \$1.50.

Grain Dealers Journal
La Salle St. Chicago, Ill.

Encourage ADVERTISING

by your attention—the benefits are yours. Mention The

Grain Dealers Journal

Patents Granted

Seed Separator and Cleaner. No. 1,154,102. (See cut.) F. M. Dossor, Doncaster, England. Cams are used to impart a jumping or vibratory motion to a sieve, thereby actuating spring controlled spindles, and a detachable reducing shoe is adapted to vary the movement of the sieve.

Automatic Scale. No. 1,154,402. (See cut.) J. L. Jenkins, St. Johnsbury, Vt., assignor to E. & T. Fairbanks & Co., St. Johnsbury, Vt. A cut off gate is pivotally suspended by a shaft. A collar and bracket are arranged upon the shaft, the bracket carrying a weight. Collar and bracket are connected by an arm.

Grain Tight Box Car. No. 1,153,248. (See cut.) Peter Parke, Chicago, Ill., assignor to the Pullman Co., Chicago, Ill. A metal plate is superposed longitudinally upon a sill, the plate having an upturned resilient flange along its outer edge. Flange bears upon the outer face of sheathing forming a yielding lateral support, and means are provided to secure the plate to the flooring.

Automatic Scale. No. 1,152,868. (See cut.) R. J. Zanone, New Albany, Ind., assignor to Jacob Zinsmeister, New Albany, Ind. A scale beam is pivoted upon a frame and a hopper suspended from the beam. The hopper has a hinged bottom and means adapted to engage a fixed point on the frame to hold the hopper in its down position, the means being controlled by the bottom.

Grain Car Door. No. 1,153,787. (See cut.) E. W. Hogan, Banning, Ont., Can. Vertical stops are set in combination with the doorway of a car to form guideways at each side, into which a slidable door is vertically dropped. The door is horizontally divided into two parts. The outer stops are vertically movable, one to rise above the top of the door and the other at least above the bottom portion of door.

Grain Door. No. 1,153,509. (See cut.) Orin J. Miller, Hurdsville, N. D. Guide bars are located at opposite sides of the door opening and so arranged with the side of the car as to form ways. At upper ends the bars are provided with slots or openings and a door, provided at opposite sides with hooks, engaging around the guide bars, extends into the ways. Hooks are provided with projecting lugs arranged to slide in the guide ways and be carried thru the slots or openings when the door is swung upwardly.

Method of Cleaning Grain. No. 1,152,920. (See cut.) Rudolf Seidl, Minneapolis, Minn. Method is adapted to separate grains heavier at one end from those of substantially symmetrical shape. A screen is used to exclude the passage of the symmetrical grains. An up and down movement is imparted to the screen, throwing a layer of grain upward and permitting it to fall back against the screen. The length of descent of the grain is sufficient to allow the elongated unbalanced grains to assume a vertical position before reaching the screen, whereby the grains will pass thru the screen and be separated from those which are symmetrical.

Books Received

THE OFFICIAL GUIDE of the railways and steam navigation lines of the United States, Porto Rico, Canada, Mexico and Cuba for October contains complete time tables for every railway in the countries mentioned, listing every station, making it indispensable to the traveling public. National Railway Publication Co., New York, price \$1.

WHEAT CULTURE AND HARVESTING is the title of Farmers Bull. 101 of the New South Wales Dep't of Agriculture by H. Ross. The author also goes into detail concerning the value of sheep on the wheat farm and quotes numerous methods of stooking and stacking wheat. The milling value of the different varieties is given in table form. Farmers Bull. for June, 1915, Dep't of Agriculture, New South Wales.

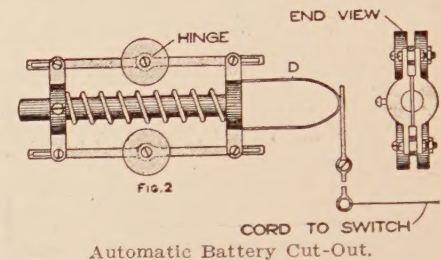
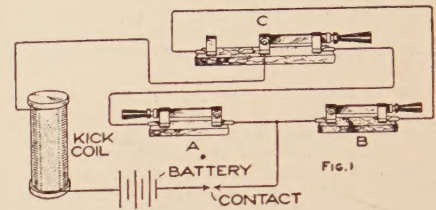
QUARTERLY REPORT of the Kansas Board of Agriculture contains valuable information on sweet clover, feterita, and sudan grass, the three crops recently introduced in the state. The book contains 190 pages, the last 100 of which are given over to the new seeds, their feeding value, culture, seeds, analyses, smuts, etc. Besides this data the report contains the addresses, papers and discussions of the Board's 44th annual meeting, held last January. State Board of Agriculture, Topeka, Kan.

A **TEMPORARY EMBARGO** on oats at Newport News, Va., was announced on Sept. 7, by the C. & O. Ry.

WE WOULD NOT attempt to do business without the Grain Dealers Journal.—Hugo Brueggjenjohann, local mgr. Eagle Mill & Elevator Co., Mayview, Mo.

To Stop Waste of Battery Current When Engine Stops.

When the machinery is shut down or the gasoline engine is stopped for any reason it often happens that the man in charge thru ignorance or forgetfulness neglects to open the battery circuit, when the engine has stopped with the sparking



contacts touching. With a make and break ignition circuit the result will be a run down or discharged battery.

Such waste of current is automatically stopped by the device shown in the engraving, taken from Popular Mechanics. Fig. 1 is a diagram of the ignition circuit. A and B are single pole pull switches operated by pulling a small chain or cord, alternate pulls opening and closing the circuit. C is a single blade double throw switch.

The two switches A and B are actuated by a special governor shown in Fig. 2. When the engine is running the weights at the hinges fly outward and draw inward the loop D to the left, loosening the tension on the cord connected to the switches. When the engine stops the governor pushes out the loop D against the upright lever. The result is a pull on the cord to switch. When the engine stops both switches are thus operated, so that switch C will need to be changed in order to close the ignition circuit.

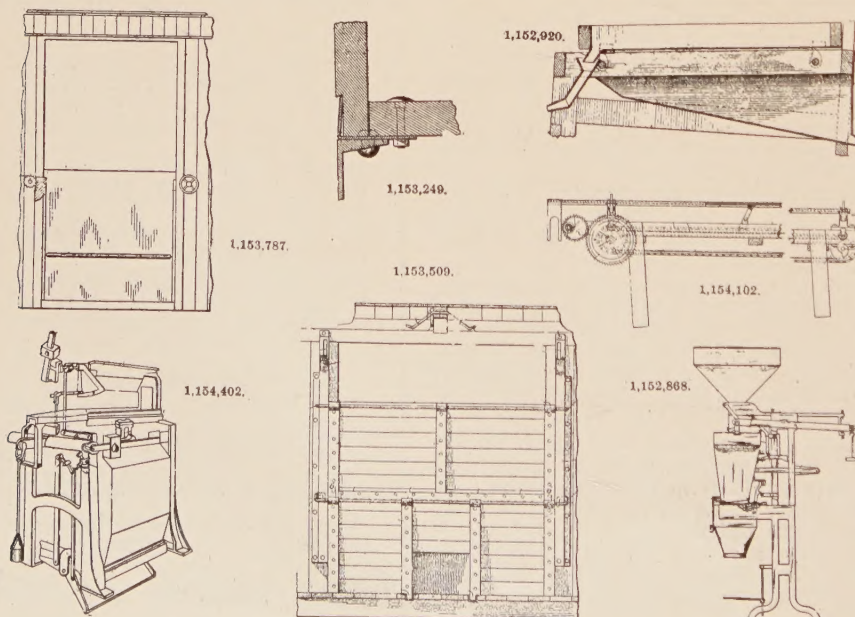
Insurance Notes.

THE WORKMEN'S compensation law has been resorted to by Joe McGann, Hutchinson, Kan., who is suing the Lehrack Construction Co. and William Kelley Milling Co., for \$2,920. McGann was employed by the Lehrack company in the construction of an elevator for the milling concern when he was injured.

A CENTRAL BURO for the establishing of rates on sprinklered properties was decided upon at the recent Western Union meeting at Atlantic City. Headquarters of the buro will be maintained at Chicago, and a staff of experts well versed in the sprinkler line will establish logical and scientific rates, eliminating the competitive feature from this class of risk.

THE CHAMBER of Commerce, Milwaukee, Wis., and the Wisconsin Bankers Ass'n is planning to hold a grain and grain products show at that city next winter.

THE "KORN KARNIVAL" of Portsmouth, O., will be held this year on Oct. 6 to 9 and a wide variety of exhibits have been arranged by the Business Men's Ass'n of that city.



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The right hand pages show—Sold, under which the following information is recorded; Date; To Whom; Bushels; Grade; Shipment; Price; By Whom Sold; How; and Remarks.

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The book is 9x12 inches, and contains 160 pages of linen ledger paper, 29 lines to each page, and has spaces for recording the foregoing facts regarding 2,230 carloads. It is well bound in strong boards with leather back and corners.

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